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COUNCIL ON ENVIRONMENTAL QUALITY - LIST OF FEDERAL AND FEDERAL-STATE AGENCIES WITH JURISDICTION BY LAW OR SPECIAL EXPERTISE ON ENVIRONMENTAL QUALITY ISSUES -- MEMORANDUM TO NEPA LIAISONS, OCTOBER 23, 1979

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ASSESSING ENVIRONMENTAL IMPACTS IN THE USA

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Presented at
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November 8, 1979

THE GOALS OF NEPA

Nearly ten years ago the United States Congress enacted the National Environmental Policy Act of 1969 (NEPA) declaring that:

> It is the continuing policy of the Federal government...to use all practicable means and measures...to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans.

The President chose to sign NEPA into law on January 1, 1970 as the first statute of the new decade to dramatize his commitment that the seventies would be dedicated to protecting and restoring our environment.

The goal of the NEPA process was to improve Federal decision-making by requiring responsible officials to identify and consider the environmental impacts of their proposals along with such traditional criteria as economic costs and technical feasibility.

THE EIS REQUIREMENT

In the case of major proposals which would significantly impact the human environment, the responsible Federal officials had to document their compliance with NEPA by preparing an environmental impact statement (EIS) which spelled out:

1. The environmental impact of the proposed action;
2. Any adverse environmental effects which cannot be avoided should the proposal be implemented;

3. The feasible alternatives to the proposed action (including the "no action" alternative);

4. The relationship between local short-term uses of man's environment and maintenance and enhancement of long-term productivity; and

5. Any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.

The EIS was to be prepared by an interdisciplinary team to assure that all relevant environmental factors were identified and considered. Experience on such teams should expand the professional horizons and heighten the environmental sensitivities of the individuals involved.

NEPA did not require major research to be performed; the EIS was to be based on available data freshly analyzed. NEPA also required the responsible official to consult with and obtain the comments of any Federal agency which has jurisdiction by law or special expertise with respect to any environmental impact involved. Finally, NEPA required him to make copies of the statement and all comments thereon available to the President's Council on Environmental Quality (CEQ) and to the public. (CEQ was created by NEPA as a staff office to the President to administer the process and to advise the President on the entire spectrum of environmental issues confronting the nation.)

CEQ's NEW REGULATIONS

Within the past year, CEQ has promulgated new NEPA regulations. They required each Federal agency to adopt its own procedures supplementing and tailoring the general CEQ requirements to the agency's own customary activities. These regulations divide the agency's activities into two categories: (1) Those activities which are normally excluded from the requirements of NEPA, because they do not--even cumulatively--have significant environmental impacts, and (2) those activities for which an environmental assessment would normally be warranted.

Whenever a routine assessment indicates that an EIS should be prepared for a proposal, the agency must publish a notice of its intent to prepare an EIS, and it must invite all affected Federal, State, and local agencies (as well as anyone else who is interested) to participate in the process.

If the proposal would involve actions by two or more Federal agencies, one serves as lead agency and the others serve as cooperating agencies. Others which are not directly involved but which have some relevant expertise are reviewing agencies.

When practicable, the lead agency sponsors a meeting to determine the scope of the EIS analysis appropriate to the project. All interested parties are invited to identify the major issues, determine the preparation schedule, and assume their respective responsibilities.

Agencies are encouraged to tier their EIS's, so that a single broad EIS will contain material that subsequent EIS's may simply summarize and incorporate by reference in discussing more detailed impacts.

If the contemplated Federal action is responding to an applicant (e.g., an industrial corporation's request for an effluent discharge permit or a city's request for funds to build sewers), then the lead agency may require the applicant to provide much of the data which it will need to prepare the EIS, but the lead Federal agency must make its own evaluations of the data, and it must take full responsibility for the scope and content of the EIS.

The lead agency may also employ consultants to assist it in preparing the EIS, but such consultants must sign statements saying that they have no financial interest in the outcome of the Federal decision.

Eventually the lead agency (with or without the assistance of cooperating agencies, applicants, and consultants) will publish a draft EIS. It should be clearly and concisely written in plain, direct language. It should focus on the real issues and describe both the significant impacts of the alternatives under consideration and the measures available to mitigate their adverse impacts. It should not normally be longer than 150 pages, and even the most complex EIS's now are normally limited to 300 pages.

This draft EIS is then circulated to all appropriate agencies and made available to the public. Normally reviewers are given 45 days to provide written comments to the lead agency.

Then the lead agency prepares a final EIS. It must include all the written comments submitted by the reviewers and the agency's response to every comment it received. The lead agency must send copies to everyone who commented on the draft EIS. The agency must normally give the reviewers 30 days to comment on the final EIS.

At last, the responsible official makes his decision and prepares a concise public record which describes how the EIS was used in reaching his decision. If one alternative was clearly preferable in terms of environmental quality, but he chose another, then this record must explain his rationale for choosing it.

COMMON CRITICISMS OF THE NEPA PROCESS

As you may well imagine, when NEPA first became law some officials saw it as only a hoop or hurdle hindering their efficient execution of their programs. Unfortunately, a few officials seemed to feel that if they ignored NEPA it would go away, and others apparently were sincerely insensitive to the impacts their activities could have on the human environment. Even CEQ at first was uncertain about what NEPA really required. The law was vague and contained a number of pious generalities.

In the United States, the Congress writes the laws, the President and executive agencies carry them out, and the courts determine what they mean. Gradually, as various NEPA suits were tried, the courts filled in the gaps and translated the platitudes into procedures.

I personally believe that it was most unfortunate that the NEPA process evolved in the early years of this decade largely through a series of judicial decisions. It gave the whole process of assessing environmental impacts a bad name in many quarters, and it led to some grotesque distortions in the administrative process.

It is said that "hard cases make bad laws." The judges who had to render decisions in these NEPA cases were not usually very well versed in the technical issues under considerations.

The early NEPA cases focused on whether or not an agency should have prepared an EIS before making a specific Federal decision. Even in those cases which were eventually decided in favor of the agency (and most NEPA cases were), the courts often issued temporary injunctions halting actions already underway so that the interests of the plaintiffs would be protected in case their suit had merit. Obstructionists, who opposed particular projects for any reason, saw that in NEPA they had a new tool for delaying and discouraging their opponents. This spawned numerous specious NEPA suits.

Then in self-defense some agencies began to prepare EIS's for all controversial projects regardless of whether or not they had any significant environmental impacts. (A corresponding abuse was the failure of some agencies to conduct serious assessments unless the proposal was known to be controversial: "Why do an EIS? Who is going to sue us?" they seemed to say.)

The second generation of NEPA litigation concerned the adequacy of the EIS's which were prepared. Some EIS's were superficial, and some were shabby justifications of decisions already made. But again, the success of some citizens groups in fighting these abuses in the courts spawned still more specious, obstructionist litigation.

Even those agencies which had prepared thorough EIS's were not immune to the delays caused by NEPA suits. This led some agencies to include in their EIS's everything any judge could conceivably look for in judging the adequacy of the document. EIS's grew ever more voluminous, but bigger was not better. Some EIS's were long on data but short on analysis; some were merely exhaustive resource inventories. In others the real issues were obscured, buried in lengthy lists of problems that effectively made all problems seem equally trivial. The largest EIS that I am aware of was 9,600 pages in 17 volumes--and it was inadequate. One of the best EIS's I ever read was only twenty pages, but it focused clearly on the real issues involved in the proposal.

On top of these problems many EIS's were difficult to read. Scientific terminology, professional jargon, and just bad writing, all tended to thwart the public disclosure aims of NEPA while giving the EIS process a bad reputation.

The direct cost of preparing such documents was an irritation, but the indirect costs of the delays caused by preparing EIS's and especially the delays caused by NEPA litigation were, during this decade of double-digit inflation, painfully expensive.

In 1977 CEQ began an exhaustive effort to reform the NEPA process. The recent CEQ regulations are the result of that labor.

SOME LESSONS OF OUR NEPA EXPERIENCE

One of the major lessons of our experience has been that the applicability of NEPA should have been phased in gradually. Proposals which had already passed a point-of-no-(feasible)-return in the project planning and development process when NEPA was adopted should have been exempted from NEPA's requirements. Each agency should integrate the relevant environmental considerations as early as possible into its program planning and project development processes. The environmental assessment should not be a mere hoop, an after-thought; it should be a pervasive attitude permeating the entire project planning process.

The most frequently heard criticisms of NEPA have alleged that it produced only pointless paperwork which then caused expensive delays without truly influencing the programs and projects for which the EIS's were prepared. In fact, numerous projects have been improved by the process, and in many cases the design changes which resulted led to substantial reductions in the actual, total costs of the projects. Best of all, the lessons learned through specific EIS's have been internalized and can be seen in improved standard operating procedures of the various agencies.

THE EXTENT OF THE APPLICATION OF THE ENVIRONMENTAL ASSESSMENT SYSTEM TO NON-FEDERAL ACTIONS

NEPA applies to all Federal actions, and the Federal government is involved in many different kinds of activities. It promulgates regulations, issues permits, awards grants, and constructs projects. Any of these activities could have significant impacts on the human environment. In the past ten years more than eleven thousand Federal EIS's have been prepared.

Some Federal agencies have been authorized to delegate some of their NEPA responsibilities to State or local governments. These are still "Federal" actions, even though the assessments are conducted by other levels of government.

Approximately half of the fifty states have their own "Little NEPA's," and no two of them are exactly alike. The California Environmental Quality Act (CEQA) is probably the most important of the State NEPA's. Its applicability is much more extensive than NEPA's; in fact, each year CEQA generates three to five times as many EIS's in a single state as NEPA does in the entire nation.

THE NEED FOR APPROPRIATE METHODOLOGY FOR ASSESSING DEVELOPMENT PLANS, PROGRAMS, AND PROJECTS

The appropriateness of the environmental assessment methodology does not depend on what level of government is performing it, nor does it depend on the nature of the agency's administrative involvement (i.e., permit, grant, etc.) Rather the appropriateness of the methodology depends on the essential nature of the proposed action. Approximately half of all the Federal EIS's which have been prepared during the past decade, have concerned highways which are built by contractors working for State governments. These highway projects are subject to NEPA because the Federal government funds part of the cost of constructing them. A large body of assessment methodology appropriate specifically to highway projects has grown up, so that by now such assessments are relatively routine. Nevertheless, any specific highway project can still be very controversial, and some proposed highways even now raise unprecedented environmental issues.

Similarly, many EIS's have been prepared for projects involving water impoundments, the creation of artificial lakes by damming streams. Such projects may be constructed or funded, or permitted by any of several Federal agencies depending on whether the water impoundment was designed primarily for purposes of transportation, flood control, power generation, or recreation and depending also on the nature of the terrain to be inundated.

Naturally, the environmental impacts of water impoundments are very different from the impacts associated with most highways, but as in the case of highways, an assessment methodology specifically tailored to the normal impacts of such dams has been developed and is now used routinely.

Other common categories of EIS's are: steam channelizations, airports, nuclear and coal-fired power plants, and the closing of military bases.

The environmental impacts of each category are different from the others, so the methodologies appropriate to assessing the environmental impacts of each category of action also differ accordingly. I do not want to convey the impression that such assessments are simple fill-in-the-blanks exercises. Each major project presents its own unique, site-specific environmental impacts. So too, the feasibility of various alternatives and of sundry mitigation measures will vary substantially from site to site and from project to project.

Ocasionally, a truly unprecedented project will be proposed. Some examples are: the decision to allow the Concorde to use U.S. airports, the decision to require automobiles to have passive restraint systems to protect their occupants in crashes, and the decision to permit soft-drinks to be sold in plastic containers. In each of these cases, the lead agency, assisted by cooperating agencies and by interested members of the public, determined what kinds of significant environmental impacts were likely to be caused by the proposal, what feasible alternatives and mitigation measures existed or could be developed, and what methodologies for assessing the impacts would be appropriate. Such cases offer the purest examples of ad hoc methodologies.

ASSESSING THE ALTERNATIVES

Whoever conducts an environmental impact assessment must ask:

- What are the significant potential impacts?
- How great are these impacts likely to be?
- How probable is their occurrence?
- How can they be mitigated?
- How can they be made less likely?
- How significant are the unavoidable adverse impacts?
- What are the relative costs and benefits of the alternatives?

We try to determine whether the impacts we have identified are: adverse or beneficial, short-term or long-term, direct or induced, avoidable or unavoidable, and reversible or irreversible.

The scope of the EIS is based on the experience of the participants in the process. The sum of their educated guesses usually indicates what detailed forecasts and analyses will be needed. This experience may be recorded in the agency's regulations, guidance documents, or technical manuals. The scoping meeting can pool orally the experience of the available experts. At this point, checklists, matrices, and networks are often helpful. (I will discuss these and the other available analytical techniques in the next section.) Even brainstorming might be appropriate at this time.

Then the analysts begin to flesh out a series of alternative futures. The environmental baseline is projected with and without the proposed action, and the magnitude and probability of occurrence of specific impacts are estimated. The difference between these two forecasts constitutes the environmental impact of the proposal.

To save time and money, we include in such forecasts only those parameters which we identified in the scoping process as being significant and likely. In trying to predict impacts, we do not look only at direct, first order impacts but we also seek out the second order and induced impacts as well. (It is, of course, much harder to see them.) We sometimes employ surrogates for factors which cannot be quantified directly, and we seek to aggregate the impacts and to determine their cumulative effects.

A good deal of judgement and subjectivity is involved throughout this environmental assessment process--particularly in the final step: our determination of the relative importance of the impacts we have identified. Experts review the available data. Through weighting and scaling techniques numbers may be assigned to their judgements. (The recently released motion picture titled "10" is an example of the use of scaling to quantify a subjective judgement.) Most subjective (and most critical) is the making of the trade-offs between the costs and benefits of the alternatives. Sometimes we must choose between adverse impacts which are relatively minor, but relatively certain, and those which are rather unlikely, but potentially devastating.

The nature of the proposal and the statutory authority of the lead agency usually determine which alternatives are evaluated in depth. Analyses are probably most constrained when the NEPA process has been triggered by an application for a permit. Rarely is such an application flatly rejected; however, the permit may be issued with numerous conditions on the construction and operation of the facility.

Often analysis of alternatives will involve a multi-staged evaluation (or progressive screening process) which drops certain alternatives from further consideration at each stage. Then a large number of alternatives would be compared initially, and at each successive stage the number of alternatives being compared would decrease, while the environmental analysis would become more detailed. An example of such a staged analysis is illustrated in Figure 1, which shows how the U.S. Environmental Protection Agency (EPA) evaluates alternatives for the municipal wastewater treatment systems which it helps to fund through its construction grant program.

The environmental assessment process is dynamic. Feedback can reveal that previously unthought-of alternatives merit analysis, so occasionally it is not until the final EIS is under review that someone thinks of an apparently superior alternative. Then the lead agency would usually analyze this proposal and issue a supplemental EIS discussing it.

ANALYTICAL TECHNIQUES FOR ASSESSING ENVIRONMENTAL IMPACTS

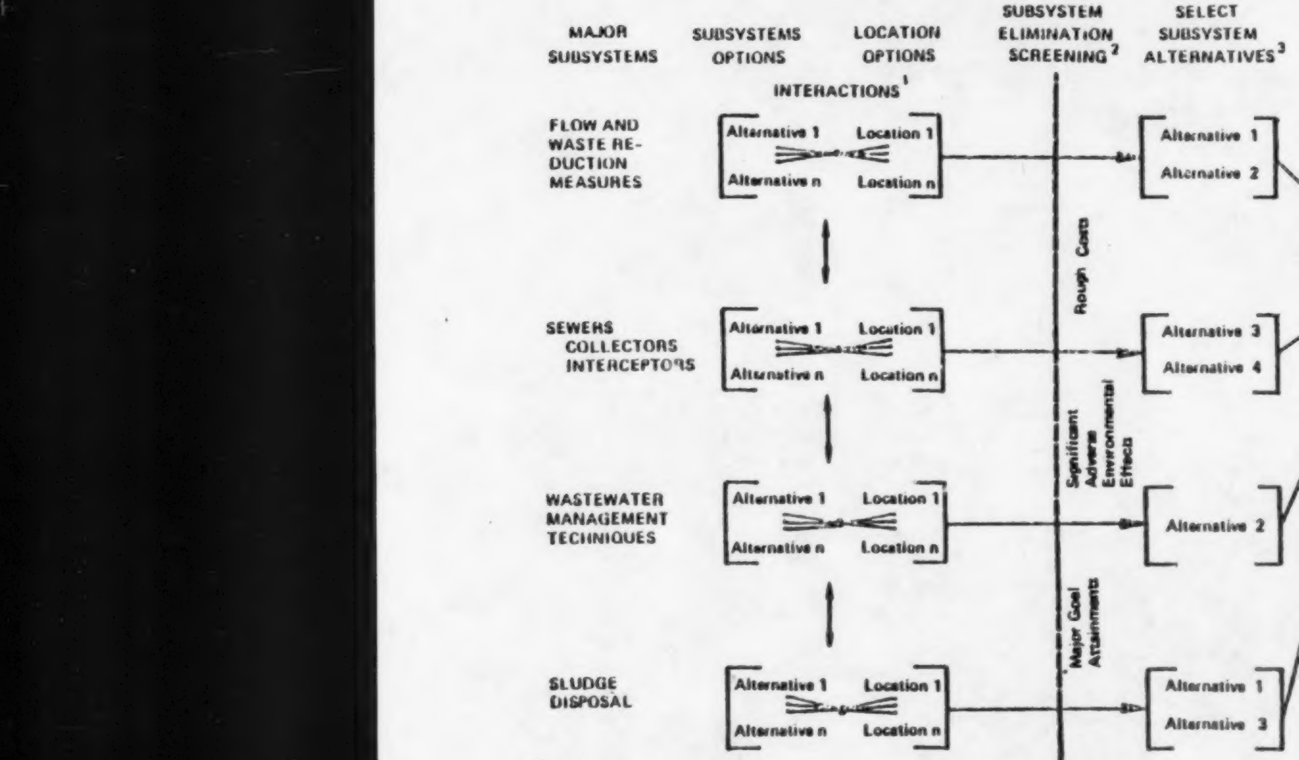
During this talk I can describe only briefly the analytical tools available for environmental impact assessments. However, appended to the printed version of these remarks is a bibliography prepared by John Meagher who works with me in Washington. Below I try to define the major methodologies and indicate when and in what way they are particularly useful.

CHECKLISTS can be useful preliminary screening devices for identifying potential impacts, and they can be very helpful at the scoping phase of the NEPA process. Gradually, experience has enabled us to make these lists-of-what-to-look-for more elaborate analytical tools. The entries need not be simple check marks; they can be numbers derived from real-world observations or from mathematical models or through scaling. (Scaling, as I noted earlier, is a technique for quantifying

FIGURE 1

AN EXAMPLE OF A STAGED ANALYSIS OF

DEVELOPMENT AND EVALUATION OF ALTERNATIVE W

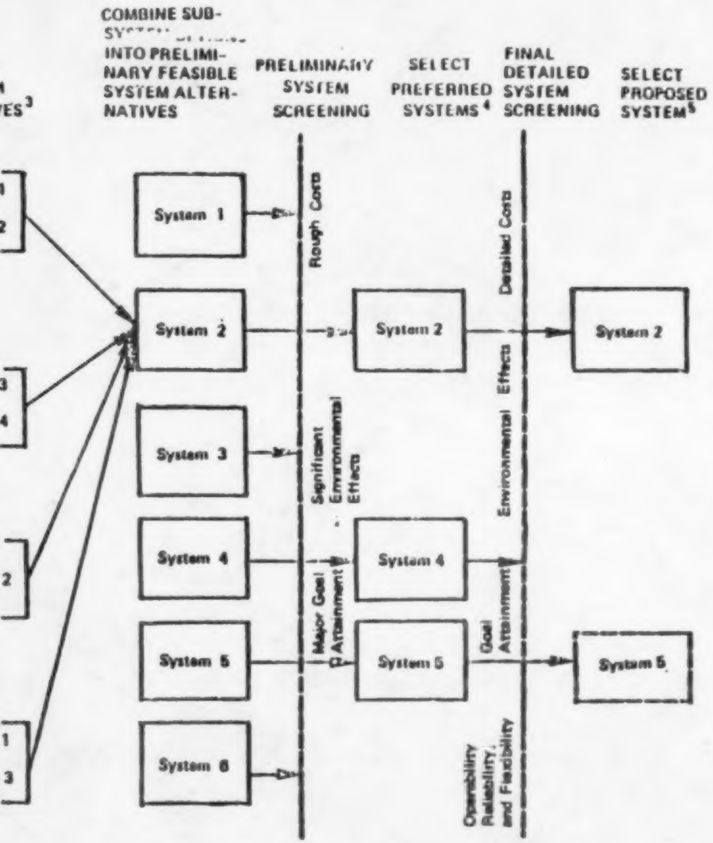

MAJOR SUBSYSTEMS
SUBSYSTEMS OPTIONS
LOCATION OPTIONS
INTERACTIONS¹
SUBSYSTEM ELIMINATION SCREENING²
SELECT SUBSYSTEM ALTERNATIVES³
FLOW AND WASTE RE-DUCTION MEASURES
Alternative 1
Location 1
Alternative n
Location n
Alternative 1
Alternative 2
Rough Costs
SEWERS COLLECTORS INTERCEPTORS
Alternative 1
Location 1
Alternative n
Location n
Alternative 3
Alternative 4
Significant Adverse Environmental Effects
WASTEWATER MANAGEMENT TECHNIQUES
Alternative 1
Location 1
Alternative n
Location n
Alternative 2
Major Goal Attainments
SLUDGE DISPOSAL
Alternative 1
Location 1
Alternative n
Location n
Alternative 1
Alternative 3

Notes:

1. Only compatible subsystems and locations can be combined.
2. If there is an overriding reason for rejecting a subsystem, all factors need not be evaluated.
3. Only compatible subsystems can be combined.
4. The preferred systems are used to develop subplans in a 208 plan EIS.
5. In the draft EIS more than one system alternative may be proposed.

OF ALTERNATIVES

VE WASTEWATER TREATMENT SYSTEMS



COMBINE SUB-SYSTEM OPTIONS INTO PRELIMINARY FEASIBLE SYSTEM ALTERNATIVES
PRELIMINARY SYSTEM SCREENING
SELECT PREFERRED SYSTEMS[4]
FINAL DETAILED SYSTEM SCREENING
SELECT PROPOSED SYSTEM[5]
System 1
System 2
System 3
System 4
System 5
System 6
Rough Costs
Significant Environmental Effects
Major Goal Attainment
Detailed Costs
Environmental Effects
Goal Attainment
Operability, Reliability, and Flexibility
System 2
System 4
System 5
System 2
System 5

the unquantifiable.) Since it is most unlikely that all items on any list will be equally important, each item should be weighted according to its relative importance. Scores for alternatives can be obtained by multiplying the value and relative weight assigned to each item and summing them all.

MATRICES can be particularly useful in comparing alternatives. The simplest matrix is an array of parallel checklists. The cells can be filled with: binomial entries (e.g., YES-NO) or with numbers derived from routine monitoring, special observations, scaling or mathematical models. The various cells may be given different weights. In both checklists and matrices, total scores for alternatives can be derived by summing the weighted values.

Finally, under either technique, if all our assumptions were valid and our work reliable, the alternative with the best score would be the environmentally preferable alternative. Rarely, however, can our trade-offs be accomplished so neatly. In fact, the more creative we have been in formulating the alternatives, the more difficult it is likely to be for us to compare them.

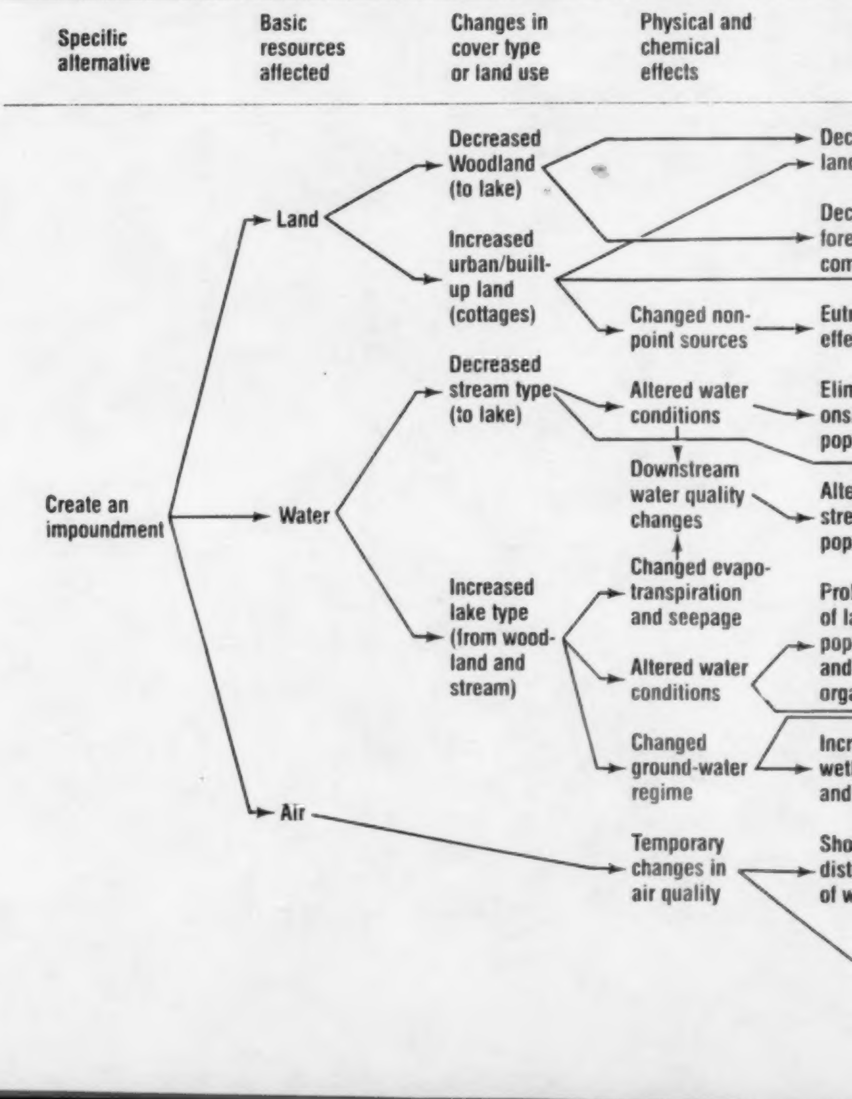
Other kinds of matrices may array project activities on the x axis and environmental impacts on the y axis. Each intersection would then represent a discrete potential impact. Matrices are not only useful analytical tools, they can be used effectively to display the results of analysis. They can easily be shrunk or enlarged as the situation warrants--usually we need a large array for analysis and a small display to summarize the key issues and trade-offs for the decisionmaker.

NETWORKS can display complicated relationships clearly. For example, complex cause-and-effect relationships can be traced through a number of steps. Like matrices, networks can be extremely helpful in communicating the results of analysis as well as serving as key analytical tools. (Figure 2 is an example of a network used by the Soil Conservation Service in the U.S. Department of Agriculture.)

DECISION TREES often resemble networks. They can be used to weigh the utility (or environmental dangers) of the alternatives by summing the magnitude and probability of each outcome. They also offer a readily understood format for laying out the alternatives to the decisionmaker after the technical analysis has been completed.

FIGURE 2

AN EXAMPLE OF A NETWORK DIAGRAM FOR ANALY


Specific alternative
Basic resources affected
Changes in cover type or land use
Physical and chemical effects
Create an impoundment
Land
Water
Air
Decreased Woodland (to lake)
Increased urban/built-up land (cottages)
Decreased stream type (to lake)
Increased lake type (from woodland and stream)
Changed non-point sources
Altered water conditions
Downstream water quality changes
Changed evapo-transpiration and seepage
Altered water conditions
Changed ground-water regime
Temporary changes in air quality
Dec
lanc
Dec
fore
com
Eutr
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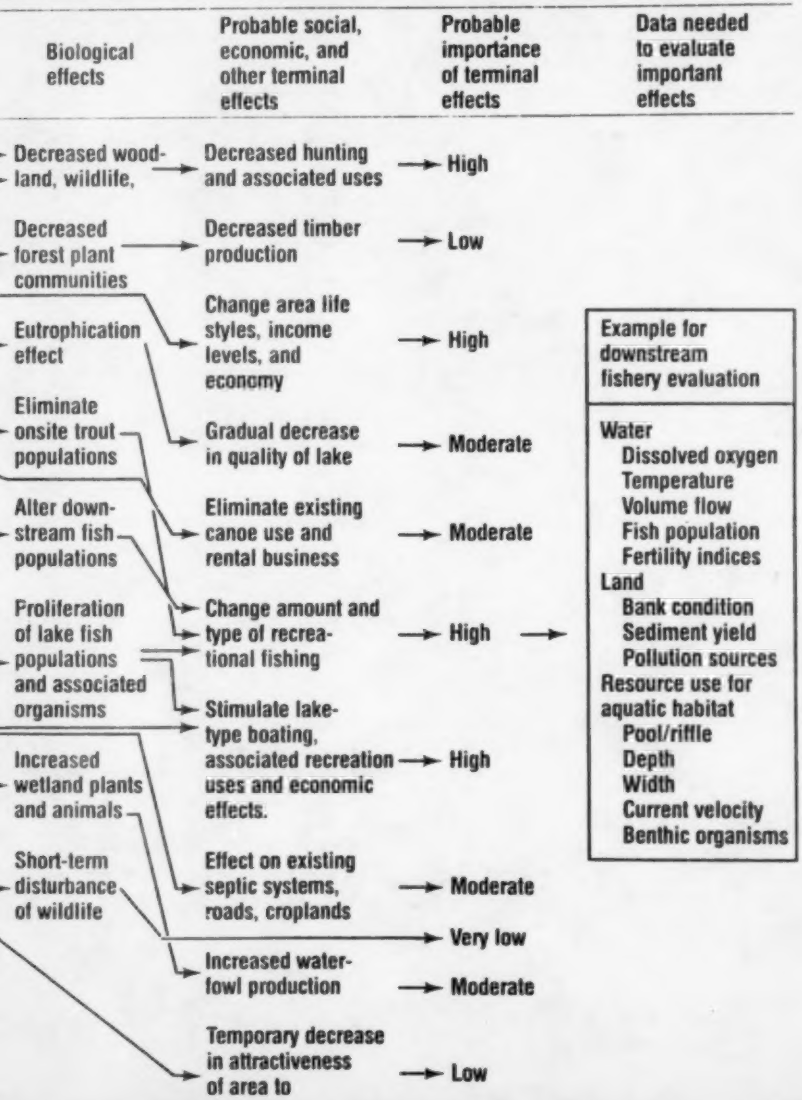
ALYZING PROBABLE ENVIRONMENTAL IMPACTS


Biological effects
Probable social, economic, and other terminal effects
Probable importance of terminal effects
Data needed to evaluate important effects
Decreased woodland, wildlife,
Decreased hunting and associated uses
High
Decreased forest plant communities
Decreased timber production
Low
Change area life styles, income levels, and economy
High
Eutrophication effect
Example for downstream fishery evaluation
Eliminate onsite trout populations
Gradual decrease in quality of lake
Moderate
Water
Dissolved oxygen
Temperature
Volume flow
Fish population
Fertility indices
Land
Bank condition
Sediment yield
Pollution sources
Resource use for aquatic habitat
Pool/riffle
Depth
Width
Current velocity
Benthic organisms
Alter downstream fish populations
Eliminate existing canoe use and rental business
Moderate
Proliferation of lake fish populations and associated organisms
Change amount and type of recreational fishing
High
Stimulate lake-type boating, associated recreation uses and economic effects.
High
Increased wetland plants and animals
Short-term disturbance of wildlife
Effect on existing septic systems, roads, croplands
Moderate
Very low
Increased waterfowl production
Moderate
Temporary decrease in attractiveness of area to
Low

OVERLAY MAPS are a series of transparencies which may be placed over a base map. They are chiefly useful in displaying resources, sensitive environmental areas, and both existing and potential land uses. Each transparency or overlay contains color coded information about the base area. It is possible to use them in combination. With judicious selection of the colors they can tell a story vividly. They are particularly effective in identifying impacts, and they have, for example, been valuable aids to those who must select transportation corridors through relatively undeveloped areas.

The value of this overlay mapping technique as an analytical tool was enhanced substantially through advances in computer graphics. Computer mapping, while no longer literally an overlay, incorporates into this methodology the substantial advantages of assigning relative weights to the different factors and of subjecting them to sensitivity tests. We always knew that the resources on the various overlays were not equally important, but the colors often made them seem so. Now computer graphics provide a potent technique for aggregating impacts and comparing alternatives.

MATHEMATICAL MODELS are quantitative representations or simulations which attempt to describe the characteristics or relationships of physical events. Validation of a model is the determination of its reliability by comparing the estimates it has generated with measured real-world data.

Because a number of mathematical models can predict the relative severity of impacts much more reliably than they can predict the absolute magnitude of these impacts, they are very helpful to us in comparing alternatives and in identifying the locations likely to suffer the most severe impacts. Thus they can be very useful in designing a monitoring network, so that data will be collected on the most severe conditions that will occur in the area.

AIR QUALITY MODELS. So far only the relatively inert air pollutants, such as particulates, carbon monoxide (CO), and sulfur dioxide ($S0_2$), have been modeled with consistent accuracy. Other pollutants, such as hydrocarbons, nitrogen dioxide ($N0_2$), and ozone, are fairly reactive and require the combination of complex chemical reaction formulas with diffusion models which simulate atmospheric processes. Although a number of models are in advanced development stages, none have been verified adequately for general use. Until validated models are available for the reactive pollutants, simplified techniques such as the "rollback" method will continue to be used. The rollback model assumes that, if the pollutants emitted from each of the sources which affect a given receptor are decreased by the same percentage, then the ambient concentrations of these pollutants will be reduced proportionately.

WATER QUALITY MODELS. Mathematical models have been developed for calculating the distribution and concentrations of such water quality parameters as: temperature, dissolved oxygen, chemical and biological oxygen demand, nitrogen, phosphorous, salts, oil, toxic compounds, and turbidity. Models predicting the fate of various effluents discharged into bodies of water from point sources (outfalls) are most reliable, of course. In the case of water impoundments, they permit us to calculate the water quality not only within a reservoir but also downstream from it, assuming varius withdrawal systems. On the other hand, at least 100 computer models have sought to simulate the effects of development on stormwater runoff, and so far, none has been validated.

THE BOTTOM LINE. For some Federal officials, NEPA's EIS process has been a paperwork nightmare. For others, it required only a more formal, elaborate documentation of the consideration which they had already been giving routinely to environmental factors. But for most of us, NEPA has forced us to think about environmental factors which we had been ignoring. NEPA has also forced us to develop and improve our analytical techniques for assessing the impacts of our actions on the human environment. The major benefit has been better Federal decisions. The bottom line of NEPA is wiser plans and improved projects.

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Office of Environmental Review
U.S. Environmental Protection Agency
Washington, D. C.

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EXECUTIVE OFFICE OF THE PRESIDENT
COUNCIL ON ENVIRONMENTAL QUALITY
722 JACKSON PLACE, N. W.
WASHINGTON, D. C. 20006

October 23, 1979

MEMORANDUM TO NEPA LIAISONS

SUBJECT: Proposed List of Federal and Federal-State Agencies With Jurisdiction by Law or Special Expertise on Environmental Quality Issues

On October 19, 1979, the Council on Environmental Quality's Proposed List of Federal and Federal-State Agencies with jurisdiction by Law or Special Expertise appeared in the Federal Register for public comment (44 F.R. 60353). The list revises former Appendix II of the Council's Guidelines on the preparation of environmental impact statements, which were replaced by the Council's NEPA regulations on July 30, 1979. It will serve as a reference guide to governmental and private entities to enable them to comply with and participate in the NEPA process.

The list is organized into broad subject areas and more specific subcategories. Any agency that is involved in a subject area or category should be listed under that entry. Where an agency has the authority to issue licenses or permits, or to veto an activity, ("jurisdiction by law"), the nature of the regulatory authority and the statute (and C.F.R. citation) should appear in the list, preceeded by an asterisk (*), under the agency's name. (It is not necessary that agencies with financing authority over a project or proposal list the statute or regulation involved.)

If an agency is otherwise involved in the subject area, but does not have specific approval, veto, or financing authority, it is an agency with "special expertise". Agencies having environmental review and consultation responsibilities generally fall within this category. The topics of the agency's experience or knowledge are placed in parentheses after the agency's name.

Offices within an agency with responsibility for general environmental review of agency programs are not included within the list. The Council will publish a separate list of these offices in the near future. This forthcoming list of agency environmental review offices will update the former Appendix III to the Council's Guidelines.

In order to make the list as accurate and comprehensive as possible, we are asking each agency to carefully review the list and to make any additions or deletions necessary. It is important that the listing be accurate. If the listing is too narrow or non-inclusive, agencies with valuable expertise may be inadvertently omitted from the NEPA process, thus losing an opportunity to influence an activity, or a project may be delayed by late discovery of a permit requirement. If the list is too broad, however, agencies may be overburdened with requests for information in areas in which they have no real knowledge.

Because the list has been reorganized and new entries have been made since the Council sent a draft list to agencies during the summer, agencies that commented to the Council on the previous draft should review the list again.

For further information, please contact Charlotte R. Bell, Counsel, (202)395-4616, or Foster Knight, Counsel, (202)395-5750. Agency comments on the proposed list should be sent to the Council by December 18, 1979.

NICHOLAS C. YOST
General Counsel

A MESSAGE FOR THE NATIONAL SCIENCE FOUNDATION

The Division of Policy Research and Analysis of the National Science Foundation will continue to support studies of science and technology policy related to: Innovation Processes and Their Management; Socioeconomic Effects of Science and Technology; Environment, Energy, and Resources; and Technology Assessment and Risk Analysis. Proposals may be submitted at anytime, but a period of approximately six months is required for review and notification of the award decision. Further information may be obtained by requesting the Program Announcement for Extramural Research (NSF 78-78) from the Division of Policy Research and Analysis, National Science Foundation, Room 1233, 1800 G Street, NW, Washington, DC 20550.

EISs FILED DURING TH

STATEMENT TITLE INDEX

STATE	COUNTY	STATUS	STAT
		DRAFT	Pacific Westbound
		FINAL	BPA's 1979 Wholes
		FINAL	Beryllium - Propo
		FINAL	GREAT LAKES - ST. LA
TEXAS	Galveston	DRAFT	Landing Subdivis
Alabama	Calhoun	FINAL	Relocation of US
	Etowah	FINAL	Relocation of US
	Montgomery	DRAFT	Union Station Re
Arizona	Pima	FINAL	Federal Detentio
California		DRAFT	10-Year Timber R
	several	DRAFT	Sacramento River
	Riverside	DRAFT	Colorado River B
	San Diego	FINAL	San Diego Naval
	San Francisco	DRAFT	San Francisco VA
	San Joaquin	DRAFT	Downtown Stockto
	Tuolumne	DRAFT	CA-49 and CA-108
Colorado	several	FINAL	Denver Metropoli
	Arapahoe	DRAFT	Westerly Creek F
		SUPPLE	Smokey Hill 400
	Delta	FINAL	CO-133, Hotchkis
	Denver	DRAFT	Westerly Creek F
	El Paso	DRAFT	Old Farm, Homest
	Gunnison	FINAL	CO-133, Hotchkis
	Montrose	FINAL	Gunnison River,
Connecticut	New Haven	DRAFT	CT-34, New Haven
		FINAL	North Bradford
	New London	DRAFT	CT-11, Salem, Mo
		DRAFT	Mystic River Br

G THF MONTH OF OCTOBER, 1979

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STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
ound Conference, Equalization	91108	10-26-79	FMC
olesale Rate Increase	91055	10-11-79	DOE
roposed Standards for Exposure	91074	10-17-79	DLAB
T. LAWRENCE SEAWAY SEASON EXTENSION	90973	10-05-79	COE
vision, League City	91077	10-18-79	HUD
US 278, Gadsden to Piedmont	91078	10-18-79	DOT
US 278, Gadsden to Piedmont	91078	10-18-79	DOT
Rehabilitation, Montgomery	91063	10-15-79	GSA
tion Center, Construction, Tucson	91038	10-04-79	DJUS
r Resource Plan, Siskiyou NF	91036	10-04-79	USDA
iver Deep Water Ship Channel	91115	10-29-79	COE
r Bank Stabilization, Blythe, Permit	91083	10-19-79	COE
val Regional Medical Center	91081	10-18-79	USN
o VA Medical Center	91105	10-26-79	VA
ckton Redevelopment (UDAG)	91046	10-09-79	HUD
-108, Sonora Bypass	91049	10-10-79	DOT
politan Areawide Plan	91099	10-24-79	HUD
ek Flood Protection	91089	10-22-79	COE
400 Development, Water Supply (FS-1)	91067	10-15-79	HUD
hkiss to Paonia Dam	91048	10-10-79	DOT
ek Flood Protection	91089	10-22-79	COE
mestead, Brairgate, and Norwood	91116	10-29-79	HUD
hkiss to Paonia Dam	91048	10-10-79	DOT
er, Wild and Scenic River Study	91092	10-22-79	DOI
aven, West Haven and Orange	91100	10-25-79	DOT
rd Wastewater Mgmt. Program, Grant	91069	10-15-79	EPA
, Montville and Waterford	91053	10-10-79	DOT
Bridge and Approaches, Replacement	91072	10-16-79	DOT

STATE	COUNTY	STATUS	STATEMENT
Florida	Dade	DRAFT	Watson Island Theme Par
	Hillsborough	FINAL	Fletcher Avenue, FL-597
	Manatee	DRAFT	Estech General Chemical
	SEVERAL	FINAL	PHOSPHATE LEASING, OSCEOLA N
Georgia		FINAL	Richard B. Russell Dam
Gulf of Mexico		DRAFT	SHRIMP Fishery, Gulf of
Hawaii	Kauai	DRAFT	Waimea River Flood Con
Idaho		FINAL	Owyhee River, Wild and
	Benewah	FINAL	ID-3, St. Maries to Ha
	Kootenai	FINAL	ID-3, St. Maries to Ha
Illinois	DuPage	FINAL	Spring Valley, Village
	Logan	SUPPLE	FAP 406, Lincoln to Mo
	Sangamon	DRAFT	Madison Street Improve
	Tazewell	SUPPLE	FAP 406, Lincoln to Mo
Indiana	Allen	FINAL	Fort Wayne Southeast B
Kentucky		DRAFT	On-going Mission, 101
	several	DRAFT	Kentucky/Licking River
	Lawrence	FINAL	US 23, Louisa Bypass,
	BULLITT, HARDIN, MEADE	DRAFT	FORT KNOX/ARMY ARMOR CENTE
Maryland	several	FINAL	Patapsco Valley State
	Anne Arundel	DRAFT	Chesterfield Subdivisi
	Baltimore	DRAFT	Fort McHenry Tunnel, I
		FINAL	Sparrows Point Plant S

BY STATE AND COUNTY

ENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
Park (UDAG)	91057	10-11-79	HUD
-597 to FL-685	91051	10-10-79	DOT
icals Corp, Duette Mine, Permit	91044	10-05-79	EPA
OLA NATIONAL FOREST	91124	10-31-79	DOI
Dam and Lake, Pumped Storage	91071	10-15-79	COE
f of Mexico, FMP	91112	10-26-79	DOC
Control, Waimea, Kauai	91097	10-24-79	COE
and Scenic Designation	91093	10-22-79	DOI
Harrison Junction	91119	10-30-79	DOT
Harrison Junction	91119	10-30-79	DOT
lage of Carol Stream	91080	10-18-79	HUD
Morton	91111	10-26-79	DOT
rovement, I-55 to FAP-662	91065	10-15-79	DOT
Morton	91111	10-26-79	DOT
st Bypass, I-69 to US 30	91075	10-17-79	DOT
101 Airborne Div. & Ft. Campbell	91043	10-05-79	USA
iver Basins' Resources Plan	91104	10-26-79	ORBC
se, Relocation	91068	10-15-79	DOT
ENTER ON-GOING MISSION	91106	10-26-79	USA
ate Park, Funding	91094	10-22-79	DOI
vision, Mortgage Insurance	91096	10-24-79	HUD
l, I-95, Dredging and Disposal	91034	10-02-79	DOT
nt Slag Filling, Permit	91056	10-11-79	COE

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STATE	COUNTY	STATUS	STATEM
Massachusetts	Worcester	DRAFT	On-going Mission Ac
Michigan	several	DRAFT	Manistee Wild and S
	Bay	FINAL	Saginaw River Bridg
	Chippewa	SUPPLE	Sault Ste. Marie Li
	Macomb	DRAFT	SE Michigan Public
	Oakland	DRAFT	SE Michigan Public
	Wayne	DRAFT	SE Michigan Public
Montana	Gallatin	DRAFT	Royal Village Plann
Nebraska	Lancaster	SUPPLE	Rail Relocation/Con
New Jersey		SUPPLE	Calhoun St. Bridge
New Mexico	Bernalillo	DRAFT	Corrales Watershed
	Sandoval	DRAFT	Corrales Watershed
New York		DRAFT	Broadway Plaza, New
	Nassau	DRAFT	Nassau Expressway,
	Oswego	FINAL	Port Ontario, Harbo
	Queens	DRAFT	Nassau Expressway,
North Dakota	Benson	DRAFT	US 2, Churches Ferr
	Ramsey	DRAFT	US 2, Churches Ferr
Ohio	Lawrence	FINAL	Transfer Terminal F
Oklahoma	Atoka	DRAFT	US 69, Atoka to Kio
	Pittsburg	DRAFT	US 69, Atoka to Kio

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TEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
Activities, Fort Devens	91041	10-05-79	USA
d Scenic River Study	91121	10-31-79	USDA
idge Study, Bay City	91118	10-30-79	DOT
Limited Extension of Operation	91103	10-26-79	COE
ic Transportation Analysis	91059	10-12-79	DOT
ic Transportation Analysis	91059	10-12-79	DOT
ic Transportation Analysis	91059	10-12-79	DOT
anned Development, Belgrade	91088	10-22-79	HUD
Consolidation, Lincoln (DS-2)	91114	10-29-79	DOT
dge Replacement, Delaware R. (DS-1)	91033	10-01-79	DOT
ed Project	91110	10-26-79	USDA
ed Project	91110	10-26-79	USDA
New York City	91045	10-09-79	DOT
ay, New York City	91050	10-10-79	DOT
rbor of Refuge, Mexico Bay	91122	10-31-79	COE
ay, New York City	91050	10-10-79	DOT
erry to Devils Lake	91109	10-26-79	DOT
erry to Devils Lake	91109	10-26-79	DOT
al Fleeting Facility, Ohio R. 308	91039	10-04-79	COE
Kiowa	91061	10-12-79	DOT
Kiowa	91061	10-12-79	DOT

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STATE	COUNTY	STATUS	STATEM
Oklahoma	Tulsa	DRAFT	Mingo Creek Flood P
Oregon		DRAFT	10-year Timber Reso
		FINAL	Owyhee River, Wild
	Clackamas	FINAL	Clackamas Highway,
	Curry	FINAL	Rouge-Illinois Unit
	Deschutes	DRAFT	Bend City Sewage Ef
	Josephine	FINAL	Rouge-Illinois Unit
	Multnomah	DRAFT	St. Johns Riverfron
Pennsylvania		SUPPLE	Calhoun St. Bridge
Policy		DRAFT	Abandoned Mine Land
Programmatic		DRAFT	Multiple Permissive
		DRAFT	Abandoned Mine Land
Regulatory		DRAFT	Stationary Internal
		DRAFT	Auto/Light-Duty Tru
Several		DRAFT	Milwaukee Railroad
		FINAL	Control-Merger, Bur
	several	DRAFT	Western Coal Railro
		FINAL	Intermountain Power
South Carolina		FINAL	Richard B. Russell
	Aiken	FINAL	Bobby Jones Express
	Berkeley	DRAFT	Crowfield Plantatio
	LEXINGTON	FINAL	12TH STREET WIDENING/EX
South Dakota	Custer	FINAL	Norbeck Wildlife Pr
	Pennington	FINAL	Norbeck Wildlife Pr

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ATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
od Protection, Tulsa	91052	10-10-79	COE
Resource Plan, Siskiyou NF	91036	10-04-79	USDA
ild and Scenic Designation	91093	10-22-79	DOI
ay, OR-212, I-205 to Boring Road	91040	10-05-79	DOT
Unit Plan, Siskiyou NF, Revised	91070	10-15-79	USDA
Effluent Disposal	91076	10-18-79	EPA
Unit Plan, Siskiyou NF, Revised	91070	10-15-79	USDA
front Development (UDAG)	91120	10-30-79	HUD
dge Replacement, Delaware R. (DS-1)	91033	10-01-79	DOT
Land Reclamation, SMCRA	91123	10-31-79	DOI
sive Entry Policy	91073	10-16-79	CAB
Land Reclamation, SMCRA	91123	10-31-79	DOI
nal Combustion Engines, Standards	91107	10-26-79	EPA
Truck Surface Coating Operations	91113	10-29-79	EPA
oad Company, Abandonment	91090	10-22-79	ICC
Burlington N & St. Louis-San Fran	91084	10-19-79	ICC
lroad Rate Structure	91060	10-12-79	ICC
wer Project, Salt Wash Site	91102	10-26-79	DOI
ll Dam and Lake, Pumped Storage	91071	10-15-79	COE
essway, US-1 to US-25	91054	10-10-79	DOT
tion, PUD, Charleston	91042	10-05-79	HUD
G/EXTENSION, CITY OF CAYCE	91117	10-29-79	DOT
Preserve, Black Hills NF	91037	10-04-79	USDA
Preserve, Black Hills NF	91037	10-04-79	USDA

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STATE	COUNTY	STATUS	STATEM
Tennessee		DRAFT	On-going Mission, 1
	Anderson	DRAFT	TN-61, Hillcrest St
	Rutherford	DRAFT	Stones River Nation
Texas	Bexar	DRAFT	Fort Sam Houston Ov
	El Paso	FINAL	Federal Building an
	HARRIS	SUPPL	BAYTOWN FLOOD CONTROL,
Utah	several	FINAL	Municipal and Indus
	Emery	FINAL	Emery Units 3 and 4
	Utah	FINAL	Utah Valley to Hebe
	Wasatch	FINAL	Utah Valley to Hebe
Virginia	Chesterfield	FINAL	VA-76 Powhite Parkw
Washington	Klickitat		White/Panther Plann
	Pierce	DRAFT	Northshore Country
	Skamania		White/Panther Plann
	Spokane	SUPPLE	Homestead Planned
	Yakima		White/Panther Plann
Wisconsin	Sheboygan	FINAL	Taylor Drive, CHT
	Winnebago	FINAL	Railroad Consolida
	MARATHON	DRAFT	WAUSAU DOWNTOWN SHOPPI

X - BY STATE AND COUNTY

ATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
n, 101 Airborne Div. & Ft. Campbell	91043	10-05-79	USA
t St. to Clinch River, Clinton	91035	10-03-79	DOT
tional Battlefield & Cemetery, GMP	91032	10-01-79	DOI
n Overall Mission, San Antonio	91086	10-19-79	USA
g and Parking Facility, El Paso	91095	10-24-79	GSA
ROL, EVACUATE/RELOCATE	91091	10-22-79	COE
ndustrial System, Bonneville Unit	91101	10-25-79	DOI
nd 4, Construction and Operation	91058	10-11-79	DOI
Heber Valley, UT-52 & US 189	91031	10-01-79	DOT
Heber Valley, UT-52 & US 189	91031	10-01-79	DOT
arkway Extension	91079	10-18-79	DOT
lanning Unit, Gifford Pinchot NF	91064	10-15-79	USDA
try Club Estates	91062	10-16-79	HUD
lanning Unit, Gifford Pinchot NF	91064	10-15-79	USDA
ed Community (FS-1)	91098	10-23-79	HUD
lanning Unit, Gifford Pinchot NF	91064	10-15-79	USDA
HT PP to STH 42, Sheboygan	91085	10-19-79	DOT
idation, City of Oshkosh	91066	10-15-79	DOT
HOPPING CENTER, WAUSAU, UDAG	91087	10-19-79	HUD

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STATEMENT TITLE INDEX - BY

AGENCY BUREAU	STATUS	STATEM
CIVIL AERONAUTICS BOARD	DRAFT	Multiple Permissive
DEPARTMENT OF AGRICULTURE Forest Service	DRAFT	10-Year Timber Res Manistee Wild and
	FINAL	Norbeck Wildlife P Rouge-Illinois Uni
	DRAFT	White/Panther Plan
Soil Conservation Service	DRAFT	Corrales Watershed
DEPARTMENT OF COMMERCE Nat'l Oceanic and Atmospheric Admin.	DRAFT	SHRIMP Fishery, Gu
DEPARTMENT OF DEFENSE, Army	DRAFT	On-going Mission A On-going Mission, Fort Sam Houston O Fort Knox/Army Arm
DEPARTMENT OF DEFENSE, Navy	FINAL	San Diego Naval Re
DEPARTMENT OF ENERGY Bonneville Power Administration	FINAL	BPA's 1979 Wholesa
DEPARTMENT OF HUD	DRAFT	Crowfield Plantat Northshore Country Landing Subdivisi

THE MONTH OF OCTOBER, 1979

BY AGENCY, BUREAU, & STATUS

ATEMENT TITLE	ACCESSION NUMBER	DATE FILED	NTIS ORDER NUMBER
sive Entry Policy	91073	10-16-79	(none)
Resource Plan, Siskiyou NF	91036	10-04-79	(none)
nd Scenic River Study	91121	10-31-79	(none)
e Preserve, Black Hills NF	91037	10-04-79	(none)
Unit Plan, Siskiyou NF, Revised	91070	10-15-79	(none)
lanning Unit, Gifford Pinchot NF	91064	10-15-79	(none)
hed Project	91110	10-26-79	(none)
Gulf of Mexico, FMP	91112	10-26-79	(none)
on Activities, Fort Devens	91041	10-05-79	(none)
on, 101 Airborne Div, & Ft. Campbell	91043	10-05-79	(none)
on Overall Mission, San Antonio	91086	10-19-79	(none)
Armor Center On-going Mission	91106	10-26-79	(none)
l Regional Medical Center	91081	10-18-79	(none)
lesale Rate Increase	91055	10-11-79	(none)
tation, PUD, Charleston	91042	10-05-79	(none)
ntry Club Estates	91062	10-16-79	(none)
ision, League City	91077	10-18-79	(none)

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AGENCY BUREAU	STATUS	STAT
DEPARTMENT OF HUD		
	DRAFT	Royal Village Pla
		Chesterfield Subd
		Old Farm, Homeste
	FINAL	Spring Valley, Vi
		Denver Metropolit
	SUPPLEM	Smokey Hill 400 D
		Homestead Planned
Section 104(h)		
	DRAFT	Downtown Stockton
		Watson Island The
		St. Johns Riverfr
		WAUSAU DOWNTOWN SHOP
DEPARTMENT OF INTERIOR		
	DRAFT	Abandoned Mine La
Bureau of Land Management		
	SUPPLE	PHOSPHATE LEASING OS
	FINAL	Emery Units 3 and
		Intermountain Pow
Bureau of Outdoor Recreation		
	FINAL	Owyhee River, Wil
Bureau of Reclamation		
	FINAL	Municipal and Ind
Heritage Conservation and Recreation Ser		
	FINAL	Patapsco Valley S
National Park Service		
	DRAFT	Stones River Nati
	FINAL	Gunnison River, W
DEPARTMENT OF JUSTICE Bureau of Prisons		
	FINAL	Federal Detention
DEPARTMENT OF LABOR		
	FINAL	Beryllium - Propo
DEPARTMENT OF TRANSPORTATION Federal Highway Administration		
	DRAFT	Fort McHenry Tunn

STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	NTIS ORDER NUMBER
Planned Development, Belgrade	91088	10-22-79	(none)
Subdivision, Mortgage Insurance	91096	10-24-79	(none)
stead, Brairgate, and Norwood	91116	10-29-79	(none)
, Village of Carol Stream	91080	10-18-79	(none)
olitan Areawide Plan	91099	10-24-79	(none)
00 Development, Water Supply (FS-1)	91067	10-15-79	(none)
nned Community (FS-1)	91098	10-23-79	(none)
xton Redevelopment (UDAG)	91046	10-09-79	(none)
Theme Park (UDAG)	91057	10-11-79	(none)
rfront Development (UDAG)	91120	10-30-79	(none)
SHOPPING CENTER, WAUSAU (UDAG)	91087	10-19-79	(NONE)
Land Reclamation, SMCRA	91123	10-31-79	(none)
G OSCEOLA NATIONAL FOREST	91124	10-31-79	(NONE)
and 4, Construction and Operation	91058	10-11-79	(none)
Power Project, Salt Wash Site	91102	10-26-79	(none)
Wild and Scenic Designation	91093	10-22-79	(none)
Industrial System, Bonneville Unit	91101	10-25-79	(none)
y State Park, Funding	91094	10-22-79	(none)
ational Battlefield & Cemetery, GMP	91032	10-01-79	(none)
, Wild and Scenic River Study	91092	10-22-79	(none)
tion Center, Construction, Tucson	91038	10-04-79	(none)
oposed Standards for Exposure	91074	10-17-79	(none)
Tunnel, I-95, Dredging and Disposal	91034	10-02-79	(none)

STATEMENT TITLE INDEX -

AGENCY BUREAU	STATUS	STA
DEPARTMENT OF TRANSPORTATION		
Federal Highway Administration	FINAL	12TH STREET WIDENI
	DRAFT	TN-61, Hillcrest
		CA-49 and CA-10
		Nassau Expressw
		CT-11, Salem, Mo
		US 69, Atoka to
		Madison Street I
		CT-34, New Have
		US 2, Churches F
	FINAL	Utah Valley to H
		Clackamas Highwa
		CO-133, Hotchki
		Fletcher Avenue,
		Bobby Jones Exp
		Railroad Consol
		US 23, Louisa B
		Fort Wayne South
		Relocation of U
		VA-76 Powhite P
		Taylor Drive, C
		Saginaw River B
		ID-3, St. Marie
	SUPPLEM	FAP 406, Lincol Rail Relocation/
Federal Railroad Administration	DRAFT	Mystic River Br
U.S. Coast Guard	SUPPLEM	Calhoun St. Bri
Urban Mass Transportation Administration	DRAFT	Broadway Plaza, SE Michigan Pub
ENVIRONMENTAL PROTECTION AGENCY	DRAFT	Auto/Light-Duty
EPA: HEADQUARTERS	DRAFT	Stationary Inte
EPA: REGION 1	FINAL	North Bradford
EPA: REGION 10	DRAFT	Bend City Sewag
EPA: REGION 4	DRAFT	Estech General

STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	NTIS ORDER NUMBER
DENING/EXTENSION, CITY OF CAYCE	91117	10-29-79	(NONE)
rest St., to Clinch River, Clinton	91035	10-03-79	(none)
-108, Sonora Bypass	91049	10-10-79	(none)
seway, New York City	91050	10-10-79	(none)
, Montville and Waterford	91053	10-10-79	(none)
to Kiowa	91061	10-12-79	(none)
et Improvement, I-55 to FAP-662	91065	10-15-79	(none)
aven, West Haven and Orange	91100	10-25-79	(none)
es Ferry to Devils Lake	91109	10-26-79	(none)
to Heber Valley, UT-52 & US 189	91031	10-01-79	(none)
ghway, OR-212, I-205 to Boring Road	91040	10-05-79	(none)
hkiss to Paonia Dam	91048	10-10-79	(none)
nue, FL-597 to FL-685	91051	10-10-79	(none)
Expressway, US-1 to US-25	91054	10-10-79	(none)
solidation, City of Oshkosh	91066	10-15-79	(none)
e Bypass, Relocation	91068	10-15-79	(none)
outheast Bypass, I-69 to US 30	91075	10-17-79	(none)
f US 278, Gadsden to Piedmont	91078	10-18-79	(none)
e Parkway Extension	91079	10-18-79	(none)
, CTH PP to STH 42, Sheboygan	91085	10-19-79	(none)
r Bridge Study, Bay City	91118	10-30-79	(none)
ries to Harrison Junction	91119	10-30-79	(none)
coln to Morton	91111	10-26-79	(none)
ion/Consolidation, Lincoln (DS-2)	91114	10-29-79	(none)
Bridge and Approaches, Replacement	91072	10-16-79	(none)
Bridge Replacement, Delaware R. (DS-1)	91033	10-01-79	(none)
za, New York City	91045	10-09-79	(none)
Public Transportation Analysis	91059	10-12-79	(none)
uty Truck Surface Coating Operations	91113	10-29-79	(none)
nternal Combustion Engines, Standards	91107	10-26-79	(none)
rd Wastewater Mgmt, Program, Grant	91069	10-15-79	(none)
wage Effluent Disposal	91076	10-18-79	(none)
al Chemicals Corp, Duette Mine, Permit	91044	10-05-79	(none)

STATEMENT TITLE INDEX - B

AGENCY BUREAU	STATUS	STAT
FEDERAL MARITIME COMMISSION		
	DRAFT	Pacific Westbound
GENERAL SERVICES ADMINISTRATION		
	DRAFT	Union Station Reh
	FINAL	Federal Building
INTERSTATE COMMERCE COMMISSION		
	DRAFT	Western Coal Rai
		Milwaukee Railroa
	FINAL	Control-Merger,
OHIO RIVER BASIN COMMISSION		
	DRAFT	Kentucky/Licking
U.S. ARMY CORPS OF ENGINEERS		
	DRAFT	Mingo Creek Floo
		Colorado River B
		Westerly Creek F
		Waimea River Flo
		Sacramento River
	FINAL	Transfer Termina
		Sparrows Point P
		Richard B. Russe
		Port Ontario, Ha
	SUPPLEM	Sault Ste. Marie
		BAYTOWN FLOOD CONTR
	FINAL	GREAT LAKES-ST. LAW
VETERANS ADMINISTRATION		
	DRAFT	San Francisco VA

- BY AGENCY, BUREAU, & STATUS

STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	NTIS ORDE NUMBER
ound Conference, Equalization	91108	10-26-79	(none)
Rehabilitation, Montgomery	91063	10-15-79	(none)
ing and Parking Facility, El Paso	91095	10-24-79	(none)
Railroad Rate Structure	91060	10-12-79	(none)
lroad Company, Abandonment	91090	10-22-79	(none)
r, Burlington N & St. Louis-San Fran	91084	10-19-79	(none)
ing River Basins' Resources Plan	91104	10-26-79	(none)
Flood Protection, Tulsa	91052	10-10-79	(none)
r Bank Stabilization, Blythe, Permit	91083	10-19-79	(none)
k Flood Protection	91089	10-22-79	(none)
Flood Control, Waimea, Kauai	91097	10-24-79	(none)
iver Deep Water Ship Channel	91115	10-29-79	(none)
minal Fleeting Facility, Ohio R. 308	91039	10-04-79	(none)
nt Plant Slag Filling, Permit	91056	10-11-79	(none)
ussell Dam and Lake, Pumped Storage	91071	10-15-79	(none)
, Harbor of Refuge, Mexico Bay	91122	10-31-79	(none)
arie Limited Extension of Operation	91103	10-26-79	(none)
CONTROL, EVACUATE/RELOCATE	91091	10-22-79	(NONE)
. LAWRENCE SEAWAY SEASON EXTENSION	90973	10-05-79	(NONE)
o VA Medical Center	91105	10-26-79	(none)

ENVIRONMENTAL PROTECTION AGENCY
OCTOBER, 1979
102 STATEMENT SUMMARY

AGENCY	DRAFT 102'S (NO FINAL)	FINAL 102'S	SUPPLEMENTS	TOTAL
CIVIL AERONAUTICS BOARD	1	0	0	1
DEPARTMENT OF AGRICULTURE	3	2	1	6
DEPARTMENT OF COMMERCE	1	0	0	1
DEPARTMENT OF DEFENSE, ARMY	4	0	0	4
DEPARTMENT OF DEFENSE, NAVY	0	1	0	1
DEPARTMENT OF ENERGY	0	1	0	1
DEPARTMENT OF HUD	10	2	2	14
DEPARTMENT OF INTERIOR	2	6	1	9
DEPARTMENT OF JUSTICE	0	1	0	1
DEPARTMENT OF LABOR	0	1	0	1
DEPARTMENT OF TRANSPORTATION	12	14	3	29
ENVIRONMENTAL PROTECTION AGENCY	4	1	0	5
FEDERAL MARITIME COMMISSION	1	0	0	1
GENERAL SERVICES ADMINISTRATION	1	1	0	2
INTERSTATE COMMERCE COMMISSION	2	1	0	3
OHIO RIVER BASIN COMMISSION	1	0	0	1
U.S. ARMY CORPS OF ENGINEERS	5	5	2	12
VETERANS ADMINISTRATION	1	0	0	1
TOTALS	48	36	9	93

DEPARTMENT OF AGRICULTURE

CONTACT: MR. BARRY FLAMM
DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY
OFFICE OF THE SECRETARY
U.S. DEPARTMENT OF AGRICULTURE
ROOM 412-A ADMIN. BUILDING
WASHINGTON, D.C. 20250
(202) 447-3965

FOREST SERVICE

DRAFT DATE

WHITE/PANTHER PLANNING UNIT, GIFFORD PINCHOT NF 10/15

WASHINGTON
COUNTY: SKAMANIA YAKIMA KLICKITAT
PROPOSED IS LAND MANAGEMENT PLAN FOR THE WHITE/PANTHER PLANNING UNIT OF THE GIFFORD PINCHOT NATIONAL FOREST IN SKAMANIA, YAKIMA AND KLICKITAT COUNTIES, WASHINGTON. THE PLAN ENCOMPASSES 8,210 ACRES OF PRIVATE LAND AND 263,870 ACRES OF NATIONAL FOREST LANDS. THE ALTERNATIVES CONSIDER: 1) EMPHASIS ON NONINTENSIVE MANAGEMENT, 2) MANAGEMENT MIXTURE WITH A 35,680 ACRE SPECIAL INTEREST AREA, 3) A MIXTURE OF MANAGEMENT EMPHASIZING DISPERED RECREATION, 4) COMMODITY-ORIENTED/NONSPECIFIC MANAGEMENT, 5) NO ACTION, AND 6) A MIXTURE OF MANAGEMENT OF ALL THE RESOURCES.
(EIS ORDER # 91064)

DRAFT DATE

MANISTEE WILD AND SCENIC RIVER STUDY 10/31

MICHIGAN
COUNTY: SEVERAL
PROPOSED IS THE INCLUSION OF 188 MILES OF THE MANISTEE RIVER IN THE NATIONAL WILD AND SCENIC RIVERS SYSTEM. THE RIVER SEGMENTS PROPOSED FOR INCLUSION ARE LOCATED IN THE COUNTIES OF CRAWFORD, KALKASKA, MISSAUKEE, WEXFORD, MANISTEE, LAKE AND OSCEOLA, MICHIGAN. THE RIVER IS DIVIDED INTO FOUR SEGMENTS AND CLASSIFIED AS FOLLOWS: 1) ONE SEGMENT 33 MILES IN LENGTH TO BE CLASSIFIED AS RECREATIONAL, AND 2) THREE SEGMENTS TOTALING 155 MILES TO BE CLASSIFIED AS SCENIC. APPROXIMATELY 72 MILES OF THE QUALIFIED SEGMENTS LIE WITHIN THE MANISTEE NATIONAL FOREST.
(EIS ORDER # 91121)

10-YEAR TIMBER RESOURCE PLAN, SISKIYOU NF 10/04

OREGON CALIFORNIA
COUNTY: SEVERAL
THE PROPOSED ACTION IS TO DEVELOP A REVISED TEN-YEAR TIMBER RESOURCE MANAGEMENT PLAN FOR THE SISKIYOU NATIONAL FOREST, WHICH INCLUDES PARTS OF COOS, CURRY, AND JOSEPHINE COUNTIES

IN SOUTHWESTERN OREGON AND A CORNER OF DEL NORTE COUNTY IN CALIFORNIA. FOUR ALTERNATIVES HAVE BEEN ADDRESSED: 1) NO CHANGE, 2) EXTENSIVE MANAGEMENT, 3) INTENSIVE FOREST MANAGEMENT (PREFERRED ALTERNATIVE), AND 4) 5% DECLINING YIELD. THE PROPOSAL WILL BECOME EFFECTIVE FOR THE FISCAL YEAR IN WHICH IT IS APPROVED AND WILL EXTEND FOR TEN YEARS.
(EIS ORDER # 91036)

FINAL DATE

ROUGE-ILLINOIS UNIT PLAN, SISKIYOU NF, REVISED 10/15

OREGON
COUNTY: JOSEPHINE CURRY
PROPOSED IS A LAND USE PLAN FOR THE MANAGEMENT OF THE 446,120 ACRE ROUGE-ILLINOIS PLANNING UNIT ON THE SISKIYOU NATIONAL FOREST. THE PREFERRED ALTERNATIVE RECOMMENDS A BALANCED MIX OF LAND ALLOCATIONS DESIGNED TO SUSTAIN A HIGH LEVEL OF TIMBER HARVEST; TO PROTECT THE QUALITIES OF THE ROGUE AND ILLINOIS RIVERS; TO PROVIDE RECREATIONAL OPPORTUNITIES; AND TO PROTECT AND MANAGE THE SOIL, WATER, FISH, WILDLIFE, TIMBER, VISUAL, AND OTHER RESOURCES. THIS REVISED STATEMENT REPLACES A DRAFT EIS FILED BY THE USDA ON 12/01/76, #61737.
(USDA-FS-R6-RDES-(ADM.)-77-2)
COMMENTS MADE BY: DOI USDA EPA DOT FERC DOC DOE
GROUPS, INDIVIDUALS AND BUSINESSES
(EIS ORDER # 91070)

NORBECK WILDLIFE PRESERVE, BLACK HILLS NF 10/04

SOUTH DAKOTA
COUNTY: CUSTER PENNINGTON
PROPOSED IS A LAND MANAGEMENT PLAN FOR THE NORBECK WILDLIFE PRESERVE OF THE BLACK HILLS NATIONAL FOREST LOCATED IN CUSTER AND PENNINGTON COUNTIES, SOUTH DAKOTA. THE PRESERVE ENCOMPASSES 34,873 ACRES OF NATIONAL FOREST, PRIVATE, STATE OR OTHER FEDERALLY OWNED LANDS. THE PREFERRED ALTERNATIVE CONSISTS OF: 1) ALLOCATION OF THE ENTIRE UNIT (WITH EXCEPTION OF THE NORBECK RARE II AREA AND THE PINE CREEK NATURAL AREA) FOR WILDLIFE HABITAT IMPROVEMENT, 2) USE OF MOTORIZED VEHICLES FOR MANAGEMENT ACTIVITIES, 3) CLOSING OF ROADS AFTER MANAGEMENT ACTIVITIES ARE COMPLETED, AND 4) CONTINUING USE OF EXISTING MAIN HIGHWAYS AND ROADS SERVING PRIVATE LANDS. (USDA-FS-R2-FEIS(ADM)FY-78-04)
COMMENTS MADE BY: EPA USDA DOT
STATE AND LOCAL AGENCIES
GROUPS, INDIVIDUALS AND BUSINESSES
(EIS ORDER # 91037)

SOIL CONSERVATION SERVICE

DRAFT DATE

CORRALES WATERSHED PROJECT 10/26

NEW MEXICO
COUNTY: BERNALILLO SANDOVAL

PROPOSED IS A WATERSHED PROTECTION AND FLOOD PREVENTION PROJECT IN BERNALILLO AND SANDOVAL COUNTIES, NEW MEXICO. THE PLANNED WORKS OF IMPROVEMENT INCLUDE LAND TREATMENT MEASURES, TWO FLOODWATER DIVERSIONS AND MINOR CHANNEL WORK DESIGNED TO CONTROL FLOODWATER, REDUCE EROSION, AND REDUCE SEDIMENT DAMAGES. FLOODWATER DIVERSION NO. 2 AND THE ASSOCIATED MINOR CHANNEL WORK WERE COMPLETED IN MARCH 1975. THE FLOODWATER DIVERSIONS WILL INTERCEPT FLOOD FLOWS FROM TWO MAJOR ARROYO CHANNELS AND OTHER SMALLER ARROYOS AND DIRECT THOSE FLOWS INTO THE RIO GRANDE.
(EIS ORDER # 91110)

U.S. ARMY CORPS OF ENGINEERS

CONTACT: MR. RICHARD MAKINEN
OFFICE OF ENVIRONMENTAL POLICY
ATTN: DAEN-CWR-P
OFFICE OF THE CHIEF OF ENGINEERS
U.S. ARMY CORPS OF ENGINEERS
20 MASSACHUSETTS AVENUE
WASHINGTON, D.C. 20314
(202) 272-0121

DRAFT DATE

COLORADO RIVER BANK STABILIZATION, BLYTHE, PERMIT 10/19

CALIFORNIA
COUNTY: RIVERSIDE
PROPOSED IS THE ISSUANCE OF A PERMIT FOR BANK STABILIZATION ALONG A PORTION OF THE COLORADO RIVER NEAR BLYTHE, RIVERSIDE COUNTY, CALIFORNIA. THE PROJECT WOULD INVOLVE THE PLACEMENT OF RIPRAP ALONG APPROXIMATELY 4050' OF THE RIVER BANK. THIS STABILIZATION WOULD ALLOW AN ADJACENT WATER-ORIENTED RESIDENTIAL DEVELOPMENT OF OVER 500 UNITS WITH ATTENDENT UTILITIES AND FACILITIES. THE ALTERNATIVES CONSIDER NO ACTION.
(LOS ANGELES DISTRICT)
(EIS ORDER # 91083)

SACRAMENTO RIVER DEEP WATER SHIP CHANNEL 10/29

CALIFORNIA
COUNTY: SEVERAL
PROPOSED IS THE DEEPENING AND WIDENING OF THE EXISTING SUISUN BAY AND SACRAMENTO RIVER DEEP WATERS CHANNELS LOCATED IN THE COUNTIES OF YOLO, SACRAMENTO, SOLANO AND CONTRA COSTA, CALIFORNIA. THE CHANNELS WOULD BE DREDGED TO BETWEEN 250 TO 400 FEET IN WIDTH AND BETWEEN 30 TO 35 FEET IN DEPTH. APPROXIMATELY 3,980 ACRES OF LAND WOULD BE REQUIRED FOR THE DISPOSAL OF DREDGED MATERIAL. THE PLAN WILL ALSO INCLUDE: 1) SUPPLEMENTING OF THE EXISTING WATER QUALITY MONITORING NETWORK, 2) CONSTRUCTION OF A SUBMERGED SILL IF NEEDED, AND 3) RECREATIONAL FACILITIES.
(SACRAMENTO DISTRICT)
(EIS ORDER # 91115)

WESTERLY CREEK FLOOD PROTECTION 10/22

COLORADO
COUNTY: DENVER ARAPAHOE
PROPOSED IS A FLOOD CONTROL PROJECT FOR WESTERLY CREEK IN DENVER AND AURORA, DENVER AND ARAPAHOE COUNTIES, COLORADO. THE PROJECT WILL INCLUDE THE UPGRADING OF KELLY ROAD DAM AND THE CONSTRUCTION OF THE UPPER LOWRY DETENTION DAM. THE ALTERNATIVES CONSIDERED ARE: 1) MODIFICATION OF KELLY ROAD DAM, 2) PROTECTION OF KELLY ROAD DAM, 3) REMOVAL OF KELLY ROAD DAM, 4) REMOVAL OF DOWNSTREAM FLOODPLAIN STRUCTURES,

AND 5) NO ACTION.
(OMAHA DISTRICT)
(EIS ORDER # 91089)

DRAFT

WAIMEA RIVER FLOOD CONTROL, WAIMEA, KAUAI 10/24

HAWAII
COUNTY: KAUAI

PROPOSED IS A FLOOD CONTROL PLAN FOR THE WAIMEA RIVER IN THE TOWN OF WAIMEA, KAUAI COUNTY AND ISLAND, HAWAII. THE ALTERNATIVES CONSIDERED INCLUDE: 1) FLOODPROOFING; 2) RIVER CHANNEL DEEPENING, RAISING THE EXISTING LEVEE, TOE PROTECTION, AND CONSTRUCTION OF A NEW LEVEE; AND 3) RAISING OF THE EXISTING LEVEE, TOE PROTECTION, AND CONSTRUCTION OF A NEW LEVEE.
(PACIFIC OCEAN DIVISION)
(EIS ORDER # 91097)

MINGO CREEK FLOOD PROTECTION, TULSA 10/10

OKLAHOMA
COUNTY: TULSA

PROPOSED IS A LOCAL FLOOD PROTECTION PLAN FOR MINGO CREEK IN TULSA COUNTY, OKLAHOMA. IN ADDITION TO NO BUILD, THREE OTHER ALTERNATIVES ARE CONSIDERED. THE SELECTED PLAN WOULD CONSIST OF 24 FLOODWATER DETENTION SITES AND ABOUT 7 MILES OF IMPROVED CHANNEL ON THE MAIN STEM AND TRIBUTARIES. APPROXIMATELY 11.5 MILLION CUBIC YARDS OF MATERIAL WOULD BE EXCAVATED FOR THE DETENTION SITES AND IMPROVED CHANNELS. APPROXIMATELY 2.3 MILLION CUBIC YARDS OF MATERIAL WOULD BE DISPOSED OF AT THE DETENTION SITES.
(TULSA DISTRICT)
(EIS ORDER # 91052)

FINAL DATE

RICHARD B. RUSSELL DAM AND LAKE, PUMPED STORAGE 10/15

GEORGIA SOUTH CAROLINA
COUNTY: SEVERAL

THE PROPOSED ACTION CONCERNS THE INSTALLATION OF PUMP STORAGE UNITS AT THE RICHARD B. RUSSELL DAM AND LAKE LOCATED IN THE COUNTIES OF ELBERT AND HART, GEORGIA AND ABBEVILLE AND ANDERSON COUNTIES, SOUTH CAROLINA. THE UNITS CONSIST OF FOUR 75,000 KW REVERSIBLE MOTOR GENERATOR UNITS DRIVEN BY FOUR REVERSIBLE PUMP-TURBINES. THE REVERSIBLE PUMP-TURBINES WILL BE IN THE DAM LOCATED ON THE SAVANNAH RIVER. THE TURBINES FOR THE PUMP UNITS WILL BE A VERTICAL SHAFT, SINGLE UNIT REVERSIBLE PUMP TYPE.
(SAVANNAH DISTRICT)
COMMENTS MADE BY: HUD USDA HEW DOE EPA FERC DOI COE
(EIS ORDER # 91071)

SPARROWS POINT PLANT SLAG FILLING, PERMIT 10/11

MARYLAND
COUNTY: BALTIMORE
PROPOSED IS THE ISSUANCE OF A PERMIT FOR THE FILLING OF A 45 ACRE SITE IN BALTIMORE COUNTY, MARYLAND. THE SITE IS LOCATED IN BALTIMORE HARBOR ON THE SOUTHERN SIDE OF SPARROWS POINT TO WEST OF THE ORE DOCK BASIN AND WOULD BE USED TO PROCESS STEEL MAKING SLAG. THE PROCESS INCLUDES A SCREENING OPERATION TO SIZE BASIC OXYGEN FURNACE AND OPEN HEARTH TAP SLAG FOR RECHARGING IN THE BLAST FURNACES AND BASIC OXYGEN FURNACES AS WELL AS A METALLIC RECLAMATION AND SIZING OPERATION. THE SOUTH END OF THE SITE WILL BE OCCUPIED BY A SETTLING BASIN.
(BALTIMORE DISTRICT)
COMMENTS MADE BY: EPA DOI DOC HEW USDA
STATE AND LOCAL AGENCIES
GROUPS
(EIS ORDER # 91056)

PORT ONTARIO, HARBOR OF REFUGE, MEXICO BAY 10/31

NEW YORK
COUNTY: OSWEGO
PROPOSED IS A HARBOR OF REFUGE PLAN FOR PORT ONTARIO IN THE MEXICAN BAY, OSWEGO COUNTY, NEW YORK. THE PLAN WILL INCLUDE: 1) A SOUTH BREAKWATER ABOUT 1,450 FEET LONG, 2) A NORTH BREAKWATER ABOUT 350 FT. IN LENGTH, 3) DREDGING OF THE LAKE ENTRANCE CHANNEL TO EIGHT FEET BELOW LWD WHERE NECESSARY, 4) DREDGING OF A SHORT RIVER CHANNEL, AND 5) BOATING FACILITIES. SEVEN ALTERNATE PLANS ARE CONSIDERED. THE COE FILED A DRAFT EIS, #80229, DATED 3-9-78 WHICH WAS REPLACED BY A REVISED DRAFT EIS, #90111, FILED 1-30-79.
(BUFFALO DISTRICT)

COMMENTS MADE BY: HUD HEW DOC DOI EPA
STATE AGENCIES
INDIVIDUALS
(EIS ORDER # 91122)

TRANSFER TERMINAL FLEETING FACILITY, OHIO R. 308 10/04

OHIO
COUNTY: LAWRENCE
PROPOSED IS THE ISSUANCE OF A PERMIT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF A PROPOSED TRANSFER TERMINAL FLEETING FACILITY FOR MOORING BARGES IN LAWRENCE COUNTY, OHIO. THE FACILITY WOULD CONSIST OF 14 TRIPOD PILE CLUSTERS ABREAST ALONG THE SHORELINE, EXTENDING APPROXIMATELY 75 FEET FROM THE SHORELINE AT NORMAL POOL ELEVATION 515.0 FEET M.S.L. SEVEN BARGES WOULD BE MOORED ON THE RIVERWARD SIDE OF EACH SET OF PILE CLUSTERS. THE LENGTH OF THE FACILITY WOULD BE APPROXIMATELY 3,344 FEET.
(HUNTINGTON DISTRICT)
COMMENTS MADE BY: EPA DOI USDA FPC CGD ORBC AHP
STATE AND LOCAL AGENCIES
GROUPS, INDIVIDUALS AND BUSINESSES
(EIS ORDER #91039)

FINAL DATE

GREAT LAKES-ST. LAWRENCE SEAWAY SEASON EXTENSION 10/05

THE SECRETARY OF THE ARMY, ACTING THROUGH THE CHIEF OF ENGINEERS, IS IN THE PROCESS OF CONDUCTING A SURVEY STUDY AND A DEMONSTRATION PROGRAM DIRECTED TOWARD EVALUATING THE FEASIBILITY OF EXTENDING THE NAVIGATION SEASON ON THE GREAT LAKES-ST. LAWRENCE SEAWAY SYSTEM. THE DEMONSTRATION PROGRAM HAS BEEN CONDUCTED DURING THE PAST FIVE WINTER SEASONS AND WILL TERMINATE ON 30 SEPTEMBER 1979.
(DETROIT DISTRICT)
COMMENTS MADE BY: AHP DOI EPA DOT FPC DOC
STATE AND LOCAL AGENCIES
(EIS ORDER # 90973)

FINAL SUPPLEMENT DATE

BAYTOWN FLOOD CONTROL, EVACUATE/RELOCATE (FS-1) 10/22

TEXAS
COUNTY: HARRIS
THIS STATEMENT SUPPLEMENTS A FINAL EIS, #80911, FILED AUGUST 1978. PROPOSED IS THE EVACUATION AND RELOCATION OF ALL RESIDENTS FROM THE FLOOD PLAIN AREA OF THE CITY OF BAYTOWN, HARRIS COUNTY, TEXAS. THE PLAN ALSO INVOLVES REMOVAL OF STRUCTURES FROM THE FLOOD PLAIN AND DEEDING OF THE LANDS TO THE CITY OF BAYTOWN FOR MANAGEMENT AS A NATURE AREA OR OTHER PASSIVE USES.
(GALVESTON DISTRICT)
COMMENTS MADE BY EPA DOC DOI DOT USDA AHP
STATE AND LOCAL AGENCIES
(EIS ORDER #91091)

SAULT STE. MARIE LIMITED EXTENSION OF OPERATION 10/26

MICHIGAN
COUNTY: CHIPPEWA
THIS STATEMENT SUPPLEMENTS A FINAL EIS, #71400, FILED 11-15-77 CONCERNING THE O/M OF THE FEDERAL FACILITIES AT SAULT STE. MARIE ON THE ST. MARYS RIVER IN CHIPPEWA COUNTY, MICHIGAN. PROPOSED IS A LIMITED SEASON EXTENSION FROM THE ORIGINAL CLOSURE DATE OF DECEMBER 15, 1979 TO APPROXIMATELY JANUARY 8, 1980. THE PURPOSE OF THE EXTENSION IS TO MEET REASONABLE DEMANDS OF COMMERCE TO THE EXTENT THAT WEATHER AND ICE CONDITIONS PERMIT. THE ALTERNATIVES CONSIDER NO ACTION AND THREE OTHER CLOSURE DATES.
(DETROIT DISTRICT)
(EIS ORDER # 91103)

CIVIL AERONAUTICS BOARD

CONTACT: MR. STEVE ROTHENBURG
OFFICE OF THE GENERAL COUNSEL
CIVIL AERONAUTICS BOARD
1825 CONNECTICUT AVENUE, NW
WASHINGTON, D.C. 20428
(202) 673-5205

DRAFT DATE

MULTIPLE PERMISSIVE ENTRY POLICY 10/16

PROGRAMMATIC
THIS STATEMENT ADDRESSES THE OVERALL IMPACTS OF THE DEREGULATION OF AVIATION ROUTES AND RATES. PROPOSED IS THE GRANTING OF MULTIPLE PERMISSIVE AUTHORITY TO ALL FIT, WILLING, AND ABLE APPLICANTS FOR PASSENGER AIR SERVICE FOR PARTICULAR CITY-PAIR MARKETS. THE ALTERNATIVES CONSIDER THE STATUS QUO; A GENERAL POLICY OF MULTIPLE, PERMISSIVE ENTRY TO ALL FIT, WILLING AND ABLE APPLICANTS; LICENSING BY TRAFFIC PREDICTIONS IN PARTICULAR MARKETS; AND OTHER CRITERIA.
(EIS ORDER # 91073)

DEPARTMENT OF COMMERCE

CONTACT: DR. SIDNEY R. GALLER
DEPUTY ASSISTANT SECRETARY
ENVIRONMENTAL AFFAIRS
DEPARTMENT OF COMMERCE
WASHINGTON, D.C. 20230
(202) 377-4335

NAT'L OCEANIC AND ATMOSPHERIC ADMIN.

DRAFT DATE

SHRIMP FISHERY, GULF OF MEXICO, FMP 10/26

GULF OF MEXICO
PROPOSED IS A FISHERY MANAGEMENT PLAN FOR THE SHRIMP FISHERY OF THE GULF OF MEXICO. THE SPECIES OF SHRIMP AFFECTED ARE THE BROWN SHRIMP, WHITE SHRIMP, PINK SHRIMP, ROYAL RED SHRIMP, SEABOBS, AND ROCK SHRIMP. THE MODIFIED MAXIMUM SUSTAINABLE YIELDS ARE ESTIMATED IN MILLION POUNDS (TAILS) PER YEAR AS FOLLOWS: 1) BROWN - 132, 2) WHITE - 64, 3) PINK - 20, AND 4) ROYAL RED - 0.392. SEABOBS AND ROCK SHRIMP ARE CAUGHT INCIDENTAL TO THE THREE MAIN SPECIES OF PENAEID SHRIMP.
(EIS ORDER # 91112)

DEPARTMENT OF DEFENSE, ARMY

CONTACT: COL. CHARLES E. SELL
CHIEF OF THE ENVIRONMENTAL OFFICE
HEADQUARTERS DAEN-ZCE
OFFICE OF THE ASSISTANT CHIEF OF ENGINEERS
DEPARTMENT OF THE ARMY
ROOM 1E676, PENTAGON
WASHINGTON, D.C. 20310
(202) 694-4269

DRAFT DATE

FORT KNOX/ARMY ARMOR CENTER ON-GOING MISSION 10/26

KENTUCKY
COUNTY: HARDIN MEADE BULLITT
PROPOSED IS THE CONTINUATION OF THE ON-GOING MISSION OF FORT KNOX AND THE US ARMY ARMOR CENTER LOCATED IN PORTIONS OF HARDIN, MEADE, AND BULLITT COUNTIES, KENTUCKY. THE ON-GOING MISSION WOULD INVOLVE THE CONTINUED COMMAND AND CONTROL OF ALL ASSIGNED AND ATTACHED ACTIVITIES AND UNITS AND THE PROVISION OF LOGISTICAL AND ADMINISTRATIVE SUPPORT TO DESIGNATED ACTIVITIES.
(EIS ORDER # 91106)

ON-GOING MISSION ACTIVITIES, FORT DEVENS 10/05

MASSACHUSETTS
COUNTY: WORCESTER
PROPOSED IS THE ONGOING MISSION ACTIVITIES OF FORT DEVENS LOCATED IN WORCESTER COUNTY, MASSACHUSETTS. THE BASIC ALTERNATIVES CONSIDERED ARE: 1) CONTINUANCE OF FORT DEVENS' MISSION AND ACTIVITIES AT CURRENT LEVELS, 2) DOWNGRADING FORT DEVENS' ACTIVITIES BY RELOCATING EXISTING ACTIVITIES AND TROOP UNITS TO OTHER INSTALLATIONS AND BY MAINTAINING THE INSTALLATION IN A SEMI-ACTIVE STATUS, 3) TOTAL CLOSURE OF THE INSTALLATION AND TRANSFER OF ALL FUNCTIONS TO OTHER FEDERAL FACILITIES, AND 4) EXPAND THE MISSION TO INCLUDE RESTATIONING OF TROOPS AND ACTIVITIES FROM OTHER LOCATIONS.
(EIS ORDER # 91041)

ON-GOING MISSION, 101 AIRBORNE DIV. & FT. CAMPBELL 10/05

TENNESSEE KENTUCKY
COUNTY: SEVERAL
THE PROPOSED ACTION IS THE CONTINUATION OF THE ONGOING ACTIVITIES OF THE 101ST AIRBORNE DIVISION (AIR ASSAULT) AND FORT CAMPBELL, KENTUCKY, IN COMPLIANCE WITH THE DEPARTMENT OF DEFENSE MISSIONS ASSIGNED. FORT CAMPBELL IS LOCATED IN NORTHCENTRAL TENNESSEE IN MONTGOMERY AND STEWART COUNTIES AND IN SOUTHWESTERN KENTUCKY IN CHRISTIAN AND TRIGG COUNTIES. THE ALTERNATIVES CONSIDERED INCLUDE: NO ACTION, TOTAL INSTALLATION CLOSURE, AND MISSION MODIFICATION.
(EIS ORDER # 91043)

FORT SAM HOUSTON OVERALL MISSION, SAN ANTONIO 10/19

TEXAS
COUNTY: BEXAR
PROPOSED IS THE CONTINUATION OF THE OPERATION AND ADMINISTRATION OF FORT SAM HOUSTON LOCATED IN SAN ANTONIO, BEXAR COUNTY, TEXAS. THIS ACTION ALSO INCLUDES THE OPERATION OF CAMP BULLIS A SUBPOST WHICH ENCOMPASSES 27,880.42 ACRES APPROXIMATELY AND IS USED FOR FIELD TRAINING EXERCISES AND WEAPONS TRAINING. FORT SAM HOUSTON ENCOMPASSES 3,265 ACRES AND IS USED AS AN ADMINISTRATION AND MEDICAL CENTER.
(EIS ORDER # 91086)

DEPARTMENT OF DEFENSE, NAVY

CONTACT: MR. ED JOHNSON
HEAD, ENVIRONMENTAL IMPACT STATEMENT/
RDT&E BRANCH
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DEPARTMENT OF THE NAVY
WASHINGTON, D. C. 20350
(202) 697-3689

FINAL DATE

SAN DIEGO NAVAL REGIONAL MEDICAL CENTER 10/18

CALIFORNIA
COUNTY: SAN DIEGO
PROPOSED IS THE REPLACEMENT OF APPROXIMATELY 69 SUBSTANDARD BUILDINGS WITH A MODERN NAVAL REGIONAL MEDICAL CENTER (NRMC) LOCATED IN SAN DIEGO COUNTY, CALIFORNIA. THE NRMC WILL INCLUDE: A 560-BED ACUTE AREA AND 250-BED LIGHT CARE HOSPITAL, OUTPATIENT AND EMERGENCY MEDICAL CARE FACILITIES, THE NAVAL SCHOOL OF HEALTH SCIENCES, AND PARKING FACILITIES. THE EXISTING MAJOR SURGICAL FACILITY WILL BE RETAINED, UPGRADED, AND CONVERTED TO OTHER USES. RENOVATION WILL BE PLANNED SUCH THAT THE STRUCTURE CAN BE RECONVERTED TO A MEDICAL FACILITY UNDER EMERGENCY CONDITIONS. FIVE ALTERNATIVES, INCLUDING NINE ALTERNATE SITES, ARE CONSIDERED.
COMMENTS MADE BY: CEQ DOI EPA AHP
STATE AND LOCAL AGENCIES
GROUPS, INDIVIDUALS AND BUSINESSES
(EIS ORDER # 91081)

DEPARTMENT OF ENERGY

CONTACT: DR. ROBERT STERN
ACTING DIRECTOR
NEPA AFFAIRS DIVISION
DEPARTMENT OF ENERGY
MAIL STATION 4G-064, FORRESTAL BLDG.
WASHINGTON, DC 20585
(202) 252-4600

BONNEVILLE POWER ADMINISTRATION

FINAL DATE

BPA'S 1979 WHOLESALE RATE INCREASE 10/11

PROPOSED IS AN INCREASE OF APPROXIMATELY 90% IN BPA'S WHOLESALE POWER RATES IN THE STATES OF CALIFORNIA, IDAHO, MONTANA, NEVADA, OREGON, UTAH, WASHINGTON & WYOMING. THIS ACTION WILL INVOLVE A RESTRUCTURING OF EXISTING RATE SCHEDULES. ALTERNATIVES CONSIDERED RATES SUCH AS: 1) AVERAGE COST, 2) LONG-RUN INCREMENTAL COST, 3) SHARE-THE-SAVINGS RATES OF ENERGY SALES TO CALIFORNIA, 4) TIME-DIFFERENTIATED AVERAGE COST, 5) CONSERVATION, 6) INDUSTRIAL RATES WITH AVAILABILITY CREDITS AND INCLUSION OF A VARIABLE CHARGE IN CAPACITY RATES.
((DOE/EIS-0031-F)
COMMENTS MADE BY: DOI EPA
STATE AND LOCAL AGENCIES
GROUPS, INDIVIDUALS AND BUSINESSES
(EIS ORDER # 91055)

ENVIRONMENTAL PROTECTION AGENCY

DRAFT DATE

AUTO/LIGHT-DUTY TRUCK SURFACE COATING OPERATIONS 10/29

REGULATORY
PROPOSED ARE STANDARDS OF PERFORMANCE FOR AUTOMOBILE AND LIGHT-DUTY TRUCK SURFACE COATING OPERATIONS UNDER SECTION III OF THE CLEAN AIR ACT. THE STANDARDS WOULD LIMIT EMISSIONS OF VOLATILE ORGANIC COMPOUNDS FROM NEW, MODIFIED, AND RECONSTRUCTED FACILITIES. NUMERICAL EMISSION LIMITS FOR EACH "AFFECTED FACILITY" HAVE BEEN SELECTED AS FOLLOWS: 1) 0.10 KG OF VOC PER LITER OF APPLIED COATING SOLIDS FROM EACH PRIME COAT OPERATION, 2) 0.84 KG OF VOC PER LITER OF APPLIED COATING SOLIDS FROM EACH GUIDE COAT OPERATION, AND 3) 0.84 KG OF VOC PER LITER OF APPLIED COATING SOLIDS FROM EACH TOP-COAT OPERATION.
(EPA-450/3-79-030)
(EIS ORDER # 91113)

EPA, HEADQUARTERS

DRAFT DATE

STATIONARY INTERNAL COMBUSTION ENGINES, STANDARDS 10/26

REGULATORY
PROPOSED UNDER SECTION III OF THE CLEAN AIR ACT ARE STANDARDS OF PERFORMANCE FOR STATIONARY COMBUSTION ENGINES. THE STANDARDS WOULD LIMIT EMISSIONS OF NITROGEN OXIDES FROM DIESEL AND DUEL-FUEL STATIONARY INTERNAL COMBUSTION ENGINES WITH GREATER THAN 560 CID/CYL AND GAS ENGINES WITH GREATER THAN 350 CID/CYL OR EQUAL TO OR GRATER THAN 8 CID/CYL AND GREATER THAN 240 CID/CYL.
(EIS ORDER # 91107)

EPA, REGION 10

DRAFT DATE

BEND CITY SEWAGE EFFLUENT DISPOSAL 10/18

OREGON
COUNTY: DESCHUTES
PROPOSED IS THE DISPOSAL OF SEWAGE EFFLUENTS FROM THE CITY OF BEND'S WASTEWATER TREATMENT PLANT, DESCHUTES COUNTY, OREGON. SIX ALTERNATIVES ARE CONSIDERED WHICH INCLUDE: 1) SUBSURFACE DISPOSAL VIA DRILL HOLES OR INFILTRATION PONDS, 2) DISCHARGE TO THE DESCHUTES RIVER BELOW THE BEND DIVERSION DAM, 3) DISCHARGE TO EVAPORATION PONDS, 4) LAND APPLICATION BY SPRAY IRRIGATION OF A HARVESTABLE GRASS CROP,

5) DISCHARGE TO THE NORTH UNIT MAIN CANAL, AND 6) NO ACTION.
(EIS ORDER # 91076)

EPA, REGION 1

FINAL DATE

NORTH BRADFORD WASTEWATER MGMT. PROGRAM, GRANT 10/15

CONNECTICUT
COUNTY: NEW HAVEN
PROPOSED ARE ALTERNATIVES FOR A LOCAL WASTEWATER MANAGEMENT PROGRAM FOR THE TOWN OF NORTH BRADFORD, NEW HAVEN COUNTY, CONNECTICUT. THE ALTERNATIVES CONSIDERED ARE: NO ACTION, ON-SITE, LOCAL SEWER SYSTEMS, AND TOWN-WIDE SEWER SYSTEMS. THE ON-SITE ALTERNATIVES FOR THE EXISTING SYSTEMS INCLUDE: CHANGES IN USE, REPAIRS, EXPANSION, REPLACEMENT OF LEACHING FIELD, SITE MODIFICATION/CURTAIN DRAINS, AND MOUNDED/PUMPED SYSTEMS. THE RECOMMENDED PLAN IS FOR A LIMITED SEWER SYSTEM FOR THE FOXON AREA OF THE COMMUNITY.
COMMENTS MADE BY: AHP FERC DOT DOI
STATE AND LOCAL AGENCIES
INDIVIDUALS
(EIS ORDER # 91069)

EPA, REGION 4

DRAFT DATE

ESTECH GENERAL CHEMICALS CORP, DUETTE MINE, PERMIT 10/05

FLORIDA
COUNTY: MANATEE
PROPOSED IS THE ISSUANCE OF A NEW SOURCE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT TO ESTECH GENERAL CHEMICALS CORPORATION. ESTECH HAS PROPOSED AN OPEN PIT PHOSPHATE MINE, BENIFICIATION PLANT AND ROCK DRYER ON A 10,394 ACRE SITE, DUETTE MINE, LOCATED IN NORTHEASTERN MANATEE COUNTY, FLORIDA. MINING WILL INVOLVE 6,600 ACRES MOST OF WHICH WILL BE RECLAIMED, AND WILL PRODUCE 3 MILLION TONS PER YEAR FOR 21 YEARS. OPERATION OF THE PROPOSED FACILITIES REQUIRES A MINING PLAN, A WATER MANAGEMENT SYSTEM AND AN INTEGRATED WASTE DISPOSAL RECLAMATION PLAN.
(EPA 904/9-79-044, PERMIT FL0036609)
(EIS ORDER # 91044)

FEDERAL MARITIME COMMISSION

CONTACT: MR. PAUL GONZALEZ, CHIEF
OFFICE OF ENVIRONMENTAL ANALYSIS
FEDERAL MARITIME COMMISSION
1100 L STREET, NW
WASHINGTON, DC 20573
(202) 523-5835

DRAFT DATE

PACIFIC WESTBOUND CONFERENCE, EQUALIZATION 10/26

PROPOSED IS THE COMMISSION DECISION ON EQUALIZATION AND ABSORPTION RULES AND PRACTICES BY THE PACIFIC WESTBOUND CONFERENCE (PWC). THE COMMISSION HAS FOUND THAT THE PWC AND ITS MEMBER LINES SUBSTITUTED SERVICE IS LAWFUL AS IT AFFECTS THE PORT OF PORTLAND, OREGON. THE ALTERNATIVES CONSIDER: 1) FINDING PWC SUBSTITUTED SERVICE UNLAWFUL, 2) FINDING PWC SUBSTITUTED SERVICE LAWFUL. IF FOUND UNLAWFUL, DIRECT VESSEL CALLS AT PORTLAND, AND CURRENT TRUCK MOVEMENTS ARE EXAMINED.
(EIS ORDER # 91108)

GENERAL SERVICES ADMINISTRATION

CONTACT: MR. CARL W. PENLAND
ACTING DIRECTOR
ENVIRONMENTAL AFFAIRS DIVISION
GENERAL SERVICES ADMINISTRATION
18TH AND F STREETS, N.W.
WASHINGTON, D.C. 20405
(202) 566-1416

DRAFT DATE

UNION STATION REHABILITATION, MONTGOMERY 10/15

ALABAMA
COUNTY: MONTGOMERY
PROPOSED IS THE REHABILITATION OF UNION STATION, AN ABANDONED HISTORIC RAILROAD TERMINAL, FOR USE AS FEDERAL OFFICE SPACE IN THE CITY AND COUNTY OF MONTGOMERY, ALABAMA. THE NEW FACILITY WOULD PROVIDE SPACE FOR EIGHT AGENCIES PRESENTLY HOUSED IN OUTLYING LEASED LOCATIONS. THE ACTION WILL INVOLVE REHABILITATION OF ARCHITECTURAL FEATURES, MODIFICATION OF STRUCTURAL ELEMENTS, PROVISION OF PARTITIONING FOR OFFICE SPACE, INSTALLATION OF AIR CONDITIONING, AND INSTALLATION OF A NEW ELECTRICAL SYSTEM.
(EIS ORDER # 91063)

FINAL DATE

FEDERAL BUILDING AND PARKING FACILITY, EL PASO 10/24

TEXAS
COUNTY: EL PASO
THE PROPOSED ACTION CONCERNS THE CONSTRUCTION OF A NEW FEDERAL BUILDING AND PARKING FACILITIES IN EL PASO COUNTY, TEXAS. THE BUILDING WILL PROVIDE APPROXIMATELY 132,600 SQUARE FEET OF SPACE AND WILL HOUSE MOST FEDERAL AGENCY PERSONNEL NOW LOCATED IN OTHER LEASED SPACE THROUGHOUT THE CITY. THE PROPOSAL WILL ALSO INCLUDE APPROXIMATELY 126,000 SQUARE FEET OF PARKING SPACE FOR AN ESTIMATED 360 VEHICLES. CURRENT PLANS ARE FOR THE CONSTRUCTION OF A MULTI-STORY BUILDING OF REINFORCED CONCRETE AND/OR STRUCTURAL STEEL FRAMING.
(ETX 78001)
COMMENTS MADE BY: USDA DOT EPA DOI HEW DLAB DOC COE GSA AHP STATE AGENCIES
(EIS ORDER # 91095)

DEPARTMENT OF HUD

CONTACT: MR. RICHARD H. BROUN, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY
ROOM 7274
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
451 7TH STREET, S.W.
WASHINGTON, D.C. 20410
(202) 755-6306

DRAFT DATE

LANDING SUBDIVISION, LEAGUE CITY 10/18

TEXAS
COUNTY: GALVESTON
PROPOSED IS THE ISSUANCE OF HUD HOME MORTGAGE INSURANCE FOR THE LANDING SUBDIVISION LOCATED IN GALVESTON COUNTY, TEXAS. THE SUBDIVISION WILL ENCOMPASS 751.4 ACRES AND WILL CONTAIN APPROXIMATELY 2,664 RESIDENCES, SCHOOLS, SHOPPING AND RECREATIONAL FACILITIES.
(HUD-R06-EIS-79-10D)
(EIS ORDER # 91077)

OLD FARM, HOMESTEAD, BRAIRGATE, AND NORWOOD 10/29

COLORADO
COUNTY: EL PASO
PROPOSED IS THE ISSUANCE OF HUD HOME MORTGAGE INSURANCE FOR THE OLD FARM, HOMESTEAD, BRIARGATE, AND NORWOOD PLANNED DEVELOPMENTS IN COLORADO SPRINGS, EL PASO COUNTY, COLORADO. THE DEVELOPMENTS WOULD CONSIST OF 1,240, 3,301, 3,561 AND 7,475 DWELLING UNITS RESPECTIVELY. OTHER LAND USES WILL INCLUDE COMMERCIAL, SCHOOL, AND PARK.
(HUD-R08-EIS-79-XVID)
(EIS ORDER # 91116)

CHESTERFIELD SUBDIVISION, MORTGAGE INSURANCE 10/24

MARYLAND
COUNTY: ANNE ARUNDEL
PROPOSED IS THE ISSUANCE OF HUD HOME MORTGAGE INSURANCE FOR THE CHESTERFIELD SUBDIVISION IN ANNE ARUNDEL COUNTY, MARYLAND. THE SUBDIVISION IS LOCATED ON 380 ACRES AND WILL CONSIST OF 1,846 UNITS PLUS A COMMERCIAL AND OFFICE SPACE AREA. THE UNITS TO BE CONSTRUCTED WILL INCLUDE A MIXTURE OF SINGLE-FAMILY HOMES, SEMI-DETACHED, TOWNHOUSES AND GARDEN APARTMENTS.
(EIS ORDER # 91096)

ROYAL VILLAGE PLANNED DEVELOPMENT, BELGRADE 10/22

MONTANA
COUNTY: GALLATIN
PROPOSED IS THE ISSUANCE OF HUD HOME MORTGAGE INSURANCE FOR THE DEVELOPMENT OF THE ROYAL VILLAGE PLANNED DEVELOPMENT

LOCATED IN BELGRADE, GALLATIN COUNTY, MONTANA. THE DEVELOPMENT WILL CONSIST OF 1,250 UNITS OF SINGLE-FAMILY, TOWNHOUSE AND MOBILE HOME SITES. MORTGAGE INSURANCE HAS BEEN REQUESTED FOR 110 SINGLE-FAMILY UNITS, 27 TOWNHOUSE UNITS, AND 126 MOBILE HOME UNITS.
(HUD-R08-EIS-79-XVIID)
(EIS ORDER # 91088)

DRAFT

CROWFIELD PLANTATION, PUD, CHARLESTON 10/05

SOUTH CAROLINA
COUNTY: BERKELEY
THE PROPOSED ACTION IS THE APPROVAL OF THE CROWFIELD PLANTATION SUBDIVISION LOCATED IN BERKELEY COUNTY, SOUTH CAROLINA FOR FHA MORTGAGE INSURANCE. THE PROPOSED DEVELOPMENT WOULD CONTAIN APPROXIMATELY 5,500 DWELLING UNITS AND WILL ENCOMPASS A 2,850 ACRE AREA. SEVERAL ALTERNATIVES HAVE BEEN ADDRESSED INCLUDING: 1) APPROVE AS PROPOSED, 2) APPROVE AT THE MAXIMUM DENSITY PERMITTED, 3) APPROVE WITH CONDITION, AND 4) WITHHOLD FHA MORTGAGE INSURANCE.
(HUD-R04-EIS-78-17)
(EIS ORDER # 91042)

NORTHSHORE COUNTRY CLUB ESTATES 10/16

WASHINGTON
COUNTY: PIERCE
PROPOSED IS THE ISSUANCE OF HUD HOME MORTGAGE INSURANCE FOR THE NORTHSHORE COUNTRY CLUB ESTATES IN THE CITY OF TACOMA, PIERCE COUNTY, WASHINGTON. THE PROJECT CONSISTS OF CONSTRUCTING A PLANNED RESIDENTIAL DEVELOPMENT CONTAINING 416 SINGLE-FAMILY DWELLINGS, 57 DUPLEXES AND 835 CONDOMINIUM UNITS. THE ALTERNATIVES CONSIDER CONSTRUCTION OF: 1) 1,131 SINGLE-FAMILY UNITS WITH A GOLF COURSE; 2) 466 SINGLE-FAMILY UNITS, 57 DUPLEXES, 679 CONDOMINIUM UNITS AND A GOLF COURSE; 3) 596 TO 606 SINGLE-FAMILY UNITS, 57 DUPLEXES, AND GOLF COURSE; AND 4) NO ACTION.
(EIS ORDER # 91062)

FINAL DATE

DENVER METROPOLITAN AREAWIDE PLAN 10/24

COLORADO
COUNTY: SEVERAL
PROPOSED IS THE APPROVAL OF THE DENVER REGIONAL COUNCIL OF GOVERNMENTS' (DRCOG) REGIONAL GROWTH AND DEVELOPMENT PLAN AS THE BASIS FOR EVALUATING FUTURE HOUSING DEVELOPMENT APPLICATIONS OF HUD ASSISTED OR INSURED HOUSING IN THE DENVER METROPOLITAN AREA. THE COUNTIES INVOLVED ARE: DENVER, BOULDER, JEFFERSON, ADAMS, AND ARAPAHOE. APPROVAL OF THIS PLAN WOULD ALLOW HUD TO DISCONTINUE ITS PRACTICE OF PREPARING A FULL EIS FOR EACH PROJECT UNLESS CONDITIONS ARE FOUND WHICH HAVE NOT BEEN DEALT WITH ADEQUATELY IN THIS STATEMENT WHICH EXAMINES THE OVER-ALL CUMULATIVE IMPACTS OF

AREAWIDE DEVELOPMENT.
COMMENTS MADE BY: USDA DOC DOE DOI EPA HEW DOT COE
STATE AND LOCAL AGENCIES
GROUPS, INDIVIDUALS AND BUSINESSES
(EIS ORDER # 91099)

FINAL

SPRING VALLEY, VILLAGE OF CAROL STREAM 10/18

ILLINOIS
COUNTY: DUPAGE

PROPOSED IS THE ISSUANCE OF FHA MORTGAGE INSURANCE BY THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FOR THE SPRING VALLEY PROJECT LOCATED IN THE NORTHWEST EDGE OF THE VILLAGE OF CAROL STREAM IN WESTERN DUPAGE COUNTY, ILLINOIS. THE PROJECT PROPOSED INCLUDES 888 HOUSING UNITS ON 160 ACRES WITH A POTENTIAL FOR AN ADDITIONAL 421 UNITS, ALLOCATION OF LAND FOR SUPPORTING USES TO THE ABOVE DWELLING UNITS FOR OPEN SPACES, SCHOOLS, STORM WATER RETENTION, AND COMMERCIAL USE, AND PROVISION OF A COORDINATED PLAN FOR THE INTEGRATED GROWTH OF THE PROJECT. SEVERAL ALTERNATIVES HAVE BEEN CONSIDERED IN THE PROPOSAL.
(HUD-R05-EIS-78-13-F)
COMMENTS MADE BY: FEA USDA DOI DOT EPA COE
STATE AND LOCAL AGENCIES
(EIS ORDER # 91080)

FINAL SUPPLEMENT DATE

SMOKEY HILL 400 DEVELOPMENT, WATER SUPPLY (FS-1) 10/15

COLORADO
COUNTY: ARAPAHOE

THIS STATEMENT SUPPLEMENTS A FINAL EIS CONCERNING SEVERAL HOUSING DEVELOPMENTS IN THE CITY OF AURORA, ARAPAHOE COUNTY, COLORADO. THIS STATEMENT CONCERNS THE ISSUANCE OF HUD HOME MORTGAGE INSURANCE FOR ONE DEVELOPMENT KNOWN AS SMOKEY HILL 400, AND IS LIMITED TO A DISCUSSION OF WATER SUPPLY. THE DEVELOMENT ENCOMPASSES A 967 ACRE SITE AND WILL INCLUDE NEARLY 3,200 LIVING UNITS ALONG WITH PARK AND SCHOOL SITES.
(HUD-I.0.8-EIS-78-IX-ADDENDUM 1)
(EIS ORDER # 91067)

HOMESTEAD PLANNED COMMUNITY (FS-1) 10/23

WASHINGTON
COUNTY: SPOKANE

PROPOSED IS THE ISSUANCE OF HUD HOME MORTGAGE INSURANCE FOR THE HOMESTEAD PLANNED COMMUNITY IN SPOKANE COUNTY, WASHINGTON. THE COMMUNITY IS LOCATED ON A 1,175 ACRE TRACK AND WILL INCLUDE: 1) 21 ACRES OF COMMUNITY SHOPPING FACILITIES, 2) 410 ACRES FOR AN INDUSTRIAL PARK AND INDUSTRIAL CAMPUS, 3) 70 ACRES FOR INSTITUTIONAL SERVICES, 4) 524 ACRES OF THE 2,534-UNIT RESIDENTIAL COMMUNTY, AND 5) 150 ACRES FOR RECREATIONAL AND SCHOOL FACILITIES.
(HUD-RIC-EIS-78-2F)
(EIS ORDER # 91098)

SECTION 104(H)

DRAFT DATE

DOWNTOWN STOCKTON REDEVELOPMENT (UDAG) 10/09

CALIFORNIA
COUNTY: SAN JOAQUIN
PROPOSED IS THE ISSUANCE OF UDAG FUNDING FOR THE REDEVELOPMENT OF AN UNDERUSED INDUSTRIAL AREA ADJACENT TO THE STOCKTON DEEPWATER SHIPPING CHANNEL IN THE CITY OF STOCKTON, SAN JOAQUIN COUNTY, CALIFORNIA. THE REDEVELOPMENT WILL CONSIST OF A PLANNED COMMUNITY, MIXED-USE DEVELOPMENT INCLUDING 715 RESIDENTIAL UNITS, 258,000 SQUARE FEET OFFICE SPACE, 84,000 SQUARE FEET COMMERCIAL SPACE, A 270-BERTH MARINA WITH PUBLIC DOCKING FACILITIES, RECREATION FACILITIES AND A CLUBHOUSE.
(EIS ORDER # 91046)

WATSON ISLAND THEME PARK (UDAG) 10/11

FLORIDA
COUNTY: DADE
PROPOSED IS THE AWARDING OF A UDA GRANT FOR USE IN DEVELOPMENT OF WATSON ISLAND IN DADE COUNTY, FLORIDA. THE ISLAND WOULD BE DEVELOPED AS A THEME PARK INCLUDING RECREATIONAL AND AMUSEMENT FACILITIES. THE ALTERNATIVES CONSIDER: 1) NO ACTION, 2) ALTERNATIVE LOCATIONS FOR THE PARK, AND 3) OTHER USES FOR WATSON ISLAND.
(EIS ORDER # 91057)

ST. JOHNS RIVERFRONT DEVELOPMENT (UDAG) 10/30

OREGON
COUNTY: MULTNOMAH
PROPOSED IS THE AWARDING OF A UDA GRANT FOR THE RESIDENTIAL AND RECREATIONAL DEVELOPMENT OF 98 ACRES OF WATERFRONT PROPERTY ON THE WILLAMETTE RIVER IN THE ST. JOHNS DISTRICT OF THE CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON. MAJOR FEATURES OF THE PROJECT WILL INCLUDE: UTILITY AND STREET IMPROVEMENTS, RELOCATION ASSISTANCE TO ON-SITE RESIDENTS AND BUSINESSES, DEVELOPMENT OF A GREENWAY TRAIL SYSTEM, FOUR PUBLIC PARKS, LAND DISPOSITION FOR THE CONSTRUCTION OF 630 RESIDENTIAL DWELLINGS, TWO RESTAURANTS, AND A PUBLIC MARINA.
(EIS ORDER # 91120)

DRAFT DATE

WAUSAU DOWNTOWN SHOPPING CENTER, WAUSAU, UDAG 10/19

WISCONSIN
COUNTY: MARATHON
PROPOSED IS THE AWARDING OF A UDA GRANT TO THE CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN FOR THE CONSTRUCTION OF A DOWNTOWN SHOPPING CENTER ON EIGHT BLOCKS AT THE SOUTHERN END OF THE CBD. THE PROJECT WILL INCLUDE THREE MAJOR DEPARTMENT STORES, ABOUT 55 SMALLER SHOPS, AN ENCLOSED MALL AND TWO PARKING RAMPS WITH A CAPACITY OF 1,575 CARS. THE ALTERNATIVES CONSIDERED INCLUDED THREE SITES FOR THE CENTER AND NO ACTION WHICH WILL INVOLVE THE CONSTRUCTION OF A REGIONAL SHIPPING CENTER WHICH WOULD BE DEVELOPED AT THE URBAN FRINGE.
(HUD-R05)
(EIS ORDER #91087)

DEPARTMENT OF INTERIOR

CONTACT: MR. BRUCE BLANCHARD
DIRECTOR, ENVIRONMENTAL PROJECT REVIEW
ROOM 4256 INTERIOR BLDG.
DEPARTMENT OF THE INTERIOR
WASHINGTON, D.C. 20240
(202) 343-3891

DRAFT DATE

ABANDONED MINE LAND RECLAMATION, SMCRA 10/31

PROGRAMMATIC POLICY
PROPOSED IS THE IMPLEMENTATION OF PROGRAM POLICIES FOR FEDERAL, STATE, AND INDIAN ABANDONED MINE LAND RECLAMATION UNDER TITLE IV OF THE SURFACE MINING CONTROL AND RECLAMATION ACT OF 1977. THE PROGRAM WOULD PROVIDE THE AUTHORITY TO USE MONEYS FROM THIS FUND TO RECLAIM AND RESTORE LAND AND WATER RESOURCES ADVERSELY AFFECTED BY PAST COAL MINING. THE ALTERNATIVES CONSIDERED FOR THE TWO PROGRAM ELEMENTS WERE: 1) FEDERAL DISCRETIONARY FUND ALLOCATION, AND 2) ABANDONED MINE LAND RECLAMATION GUIDELINES.
(DES-OSM-EIS-2)
(EIS ORDER # 91123)

BUREAU OF LAND MANAGEMENT

FINAL DATE

INTERMOUNTAIN POWER PROJECT, SALT WASH SITE 10/26

SEVERAL
COUNTY: SEVERAL
PROPOSED IS THE TRANSFER OF LAND, THE ISSUANCE OF PERMITS, AND GRANTING OF RIGHT-OF-WAY IN CONJUNCTION WITH THE CONSTRUCTION AND OPERATION OF A 3,000 MEGAWATT COAL-FIRE GENERATING STATION AND RELATED TRANSMISSION FACILITIES. THE PROPOSED LOCATION OF THE STATION IS KNOWN AS THE SALT WASH SITE IN WAYNE COUNTY, UTAH. TRANSMISSION LINES WILL TRANSVERSE THE STATES OF UTAH, ARIZONA, NEVADA, AND CALIFORNIA, AND WILL INCLUDE: TWO 500KV D.C. LINES, ONE 230KV A.C. LINE, A 230KV LINE, AND TWO 345KV LINES.
(FES-79-56)

COMMENTS MADE BY: AHP DOE DOT DOI USDA EPA
STATE AND LOCAL AGENCIES
GROUPS, INDIVIDULAS AND BUSINESSES
(EIS ORDER 91102)

FINAL

EMERY UNITS 3 AND 4, CONSTRUCTION AND OPERATION 10/11

UTAH
COUNTY: EMERY
PROPOSED IS THE CONSTRUCTION AND OPERATION OF TWO ADDITIONAL 430 MEGAWATT COAL-FIRED STEAM-ELECTRIC GENERATING UNITS IN EMERY COUNTY, UTAH. ONE 345KV TRANSMISSION LINE, 118 MILES LONG, WHICH PARALLELS THE EXISTING LINE FOR EMERY UNIT 1, WOULD DELIVER POWER TO A SUBSTATION NEAR CAMP WILLIAMS, UTAH. COAL WOULD BE MINED UNDERGROUND FROM THE PROPOSED COTTONWOOD PORTAL OF THE EXISTING WILBERG MINE AND THE DESERET-BEEHIVE MINES, THEN CONVEYED AND TRUCKED TO THE PLANT. WATER WOULD BE PROVIDED FROM COTTONWOOD AND FERRON CREEK DRAINAGES.
(FES-79-51)
COMMENTS MADE BY: USDA DOE HEW DOI DOT EPA FERC
STATE AGENCIES
GROUPS
(EIS ORDER # 91058)

FINAL SUPPLEMENT DATE

PHOSPHATE LEASING OSCEOLA NATIONAL FOREST (FS-1) 10/31

FLORIDA
COUNTY: SEVERAL
THIS STATEMENT SUPPLEMENTS A FINAL EIS FILED WITH CEQ ON JUNE 28, 1974 (EIS #41065, USDI-FES-74-37). THE PROPOSED ACTION IS THE ISSUANCE OF 41 PHOSPHATE PREFERENCE RIGHT LEASES ON 52,000 ACRES OF THE OSCEOLA NATIONAL FOREST LOCATED IN NORTH CENTRAL FLORIDA. THE SCOPE OF THIS SUPPLEMENT IS LIMITED TO ONLY THOSE IMPACTS, ALTERNATIVES AND NEW ISSUES THAT HAVE SURFACED SINCE 1974. A NEW ALTERNATIVE DISCUSSES THE ISSUANCE OF LEASES PROVIDING FOR TWO BENEFICIATION PLANTS IN THE OSCEOLA NATIONAL FOREST.
(FES-79-57)
COMMENTS MADE BY: DOI USDA COE EPA
STATE AND LOCAL AGENCIES
GROUPS, INDIVIDUALS AND BUSINESSES
(EIS ORDER #91124)

BUREAU OF OUTDOOR RECREATION

FINAL DATE

OWYHEE RIVER, WILD AND SCENIC DESIGNATION 10/22

OREGON IDAHO
COUNTY: SEVERAL

THE ACTION CONCERNS A PROPOSAL WHICH RECOMMENDS THAT A 192 MILE SEGMENT OF THE OWYHEE RIVER AND APPROXIMATELY 61,440 ACRES COMPRISING ITS IMMEDIATE ENVIRONMENT IN OREGON AND IDAHO BE INCLUDED INTO THE NATIONAL WILD AND SCENIC RIVERS SYSTEMS. SEGMENTS OF THE RIVER FROM THE DUCK VALLEY INDIAN RESERVATION DOWNSTREAM TO CHINA GULCH AND FROM CROOKED CREEK TO THE OWYHEE RESERVOIR WOULD BE ADDED TO THE SYSTEM BY CONGRESS. THE SEGMENT FROM CHINA GULCH TO CROOKED CREEK WOULD BE ADDED FIRST TO THE OREGON SCENIC WATERWAYS SYSTEM AND THEN TO THE NATIONAL SYSTEM BY THE SECRETARY OF INTERIOR.

(FES-79-53)

COMMENTS MADE BY: DOI USA HUD DOE USDA EPA AHP
STATE AND LOCAL AGENCIES
GROUPS AND INDIVIDUALS

(EIS ORDER # 91093)

BUREAU OF RECLAMATION

FINAL DATE

MUNICIPAL AND INDUSTRIAL SYSTEM, BONNEVILLE UNIT 10/25

UTAH
COUNTY: SEVERAL

THE PROPOSED MUNICIPAL AND INDUSTRIAL SYSTEM OF THE BONNEVILLE UNIT WOULD BE LOCATED IN SALT LAKE, UTAH, SUMMIT AND WASATCH COUNTIES IN NORTH CENTRAL UTAH. THE PROJECT PLAN WOULD INCLUDE: CONSTRUCTION OF JORDANELLE RESERVOIR AND POWER PLANT ON THE PROVO RIVER, COMPLETION OF TWO AQUEDUCTS NOW UNDER CONSTRUCTION, AND MODIFICATION OF 15 UPPER PROVO RIVER RESERVOIRS. THE PRIMARY PURPOSE WOULD BE TO PROVIDE 90,000 ACRE-FEET OF WATER ANNUALLY FOR MUNICIPAL AND INDUSTRIAL USE IN SALT LAKE COUNTY AND NORTHERN UTAH. SEVERAL ALTERNATIVES HAVE BEEN ADDRESSED.

(FES-79-55)

COMMENTS MADE BY: AHP DOI COE EPA FERC HEW USDA
STATE AND LOCAL AGENCIES
GROUPS, INDIVIDUALS AND BUSINESSES

(EIS ORDER # 91101)

HERITAGE CONSERVATION AND RECREATION SER

FINAL DATE

PATAPSCO VALLEY STATE PARK, FUNDING 10/22

MARYLAND
COUNTY: SEVERAL
PROPOSED IS THE ISSUANCE OF LAND AND WATER CONSERVATION FUNDING FOR THE ACQUISITION OF 4,800 ACRES INTO AND DEVELOPMENT OF THE PATAPSCO VALLEY STATE PARK IN ANNE ARUNDEL, CARROLL, BALTIMORE AND HOWARD COUNTIES, MARYLAND. DEVELOPMENT OF THE AREA WILL INCLUDE FACILITIES FOR: HIKING, CAMPING, HORSEBACK RIDING, PICNICKING, BOATING, SWIMMING, PLAYFIELDS/COURTS, AND NATURE STUDY. THREE ALTERNATIVES ARE CONSIDERED.
(FES-79-54)
COMMENTS MADE BY: EPA FERC USDA DOI
STATE AND LOCAL AGENCIES
(EIS ORDER # 91094)

NATIONAL PARK SERVICE

DRAFT DATE

STONES RIVER NATIONAL BATTLEFIELD & CEMETERY, GMP 10/01

TENNESSEE
COUNTY: RUTHERFORD
PROPOSED IS A NEW GENERAL MANAGEMENT PLAN TO UPDATE THE MASTER PLAN CURRENTLY GOVERNING STONES RIVER NATIONAL BATTLEFIELD AND CEMETERY LOCATED IN RUTHERFORD COUNTY, TENNESSEE. INCLUDED IN THIS PLAN IS: 1) DEVELOP VEGETATION SCREENS AND BUFFER ZONES, 2) PRESERVE INTEGRITY OF THE BATTLEFIELD, 3) WORK CLOSELY WITH COUNTY AND CITY OFFICIALS ON NEW DEVELOPMENT, 4) CONSTRUCTION OF A NEW PARK ENTRY/CONNECTOR ROAD, 5) TO PROTECT THE CEDAR GLADES, 6) EXPAND INTERPRETATION, 7) CONSTRUCT TWO LUNCHEON/TRAIL SHELTERS, 8) EXTEND NESA TRAILS, 9) INCREASE PARKING, AND 10) SELECTED LAND ACQUISITION.
(DES-79-56)
(EIS ORDER # 91032)

FINAL DATE

GUNNISON RIVER, WILD AND SCENIC RIVER STUDY 10/22

COLORADO
COUNTY: MONTROSE
PROPOSED IS THE INCLUSION OF A 26 MILE SEGMENT OF THE GUNNISON RIVER, MONTROSE COUNTY, COLORADO IN THE NATIONAL WILD AND SCENIC RIVERS SYSTEM, CLASSIFIED AS A WILD RIVER. THE PLAN ALSO INCLUDES THE CLASSIFICATION OF ABOUT 12,900 ADJACENT ACRES AS WILD. THIS RIVER SEGMENT IS SITUATED BETWEEN THE UPSTREAM BOUNDARY OF THE BLACK CANYON OF THE GUNNISON NATIONAL MONUMENT AND THE CONFLUENCE OF THE GUNNISON WITH THE SMITH FORK RIVER. THE ALTERNATIVES INCLUDE NO ACTION, AND CLASSIFICATION OPTIONS.
(FES-79-52)
COMMENTS MADE BY: TVA DOI
STATE AND LOCAL AGENCIES
GROUPS, INDIVIDUALS AND BUSINESSES
(EIS ORDER # 91092)

INTERSTATE COMMERCE COMMISSION

CONTACT: MR. CARL BAUSCH, CHIEF
SECTION OF ENERGY AND ENVIRONMENT
INTERSTATE COMMERCE COMMISSION
ROOM 3371
12TH & CONSTITUTION AVE., N.W.
WASHINGTON, D.C. 20423
(202) 275-7658

DRAFT DATE

WESTERN COAL RAILROAD RATE STRUCTURE 10/12

SEVERAL
COUNTY: SEVERAL
PROPOSED ARE THREE APPROACHES FOR GUIDELINES CONCERNING THE APPROPRIATE LEVELS OF MINIMUM AND/OR MAXIMUM RATES FOR LARGE VOLUME MOVEMENTS OF BITUMINOUS AND LIGNITE COAL FROM ORIGINS IN COAL PRODUCING DISTRICTS 16 THROUGH 22, WITH EXCEPTION OF POINTS IN CALIFORNIA. THE OTHER STATES INVOLVED ARE NORTH AND SOUTH DAKOTA, MONTANA, WYOMING, COLORADO, UTAH, NEW MEXICO AND ARIZONA. A WIDE RANGE OF FREIGHT RATES, FROM ONE-HALF TO TWICE THE RATES ASSUMED TO EXIST UNDER THE NO ACTION ALTERNATIVE ARE EXAMINED.

(EIS ORDER # 91060)

MILWAUKEE RAILROAD COMPANY, ABANDONMENT 10/22

SEVERAL
PROPOSED IS THE ABANDONMENT OF PORTIONS OF THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY'S (REFERRED TO AS "MILWAUKEE") PACIFIC COAST EXTENSION IN MONTANA, IDAHO, WASHINGTON AND OREGON. THE ABANDONMENT WOULD INCLUDE 1,780.2 MILES OF LINE OWNED OUTRIGHT, 717.7 MILES OF JOINTLY OWNED, AND TRACKAGE RIGHTS LINES WEST OF MILES CITY, MONTANA. RAIL SERVICE WILL BE CONTINUED BY OTHER CARRIERS ON JOINTLY OWNED AND TRACKAGE RIGHTS LINES.
(DOCKET NO. AB 7, SUB.-NO. 86F)
(EIS ORDER # 91090)

FINAL DATE

CONTROL-MERGER, BURLINGTON N & ST. LOUIS-SAN FRAN 10/19

SEVERAL
THE PROPOSAL CONCERNS TWO RAILROAD COMPANIES, BURLINGTON NORTHERN, INC. AND THE ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY, WHICH PROPOSE TO MERGE THEIR OPERATIONS INTO ONE SYSTEM. THIS END-TO-END MERGER WOULD CREATE A COMPANY WITH LINES EXTENDING FROM THE NORTHWESTERN UNITED STATES TO THE GULF COAST. A CERTAIN AMOUNT OF TRAFFIC WILL BE DIVERTED FROM OTHER RAILROADS TO ROUTES OF THE MERGED SYSTEM, CREATING ADDITIONAL TRAFFIC OVER SOME ROUTES AND

THROUGH SOME TERMINALS.
(FINANCE DOCKET NO. 28583 SUB NO. 1F)
COMMENTS MADE BY:
GROUPS AND BUSINESSES
(EIS ORDER # 91084)

DEPARTMENT OF JUSTICE

CONTACT: MS. LOIS SCHIFFER
CHIEF, GENERAL LITIGATION
LAND AND NATURAL RESOURCES DIVISION
DEPARTMENT OF JUSTICE
WASHINGTON, D.C. 20530
(202) 633-2704

BUREAU OF PRISONS

FINAL DATE

FEDERAL DETENTION CENTER, CONSTRUCTION, TUCSON 10/04

ARIZONA
COUNTY: PIMA
PROPOSED IS THE CONSTRUCTION OF A NEW FEDERAL DETENTION CENTER IN TUCSON, PIMA COUNTY, ARIZONA. THE COMPLEX WILL CONTAIN A GROSS AREA OF APPROXIMATELY 40,000 SQUARE FEET OF LOW PROFILE BUILDINGS, ON A 40 ACRE SITE. THE FACILITY WILL HOUSE APPROXIMATELY 200 FEDERAL PRISONERS AND WILL BE MASTER PLANNED FOR POSSIBLE FUTURE EXPANSION TO HOUSE 350.
(BOP-TUC-Z21)
COMMENTS MADE BY: FERC USDA COE EPA DOI DOC
STATE AND LOCAL AGENCIES
INDIVIDUALS
(EIS ORDER # 91038)

DEPARTMENT OF LABOR

CONTACT: MS. JOANNE LINDHART, CHIEF
OFFICE OF ENVIRONMENTAL IMPACT ASSESSMENT
DEPARTMENT OF LABOR
ROOM N-3673
WASHINGTON, D.C. 20210
(202)523-7111

FINAL DATE

BERYLLIUM - PROPOSED STANDARDS FOR EXPOSURE 10/17

THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION PROPOSES TO LIMIT EMPLOYEE EXPOSURE TO BERYLLIUM, A TOXIC SUBSTANCE KNOWN TO PRODUCE BOTH ACUTE AND CHRONIC DISEASE AND SUSPECTED OF BEING A HUMAN CARCINOGEN. THE PROPOSAL ESTABLISHES A PERMISSABLE EXPOSURE LIMIT OF 1.0 UG/M3 (AVERAGED OVER AN 8-HOUR WORK DAY) AND A CEILING LIMIT OF 5.0 UG/M3 (MEASURED OVER A 15-MINUTE SAMPLING PERIOD). THE WORKPLACE ENVIRONMENT AND THE GENERAL HUMAN ENVIRONMENT ARE DISCUSSED IN THE STATEMENT.

COMMENTS MADE BY: DOI HEW DOE DLAB
STATE AGENCIES
BUSINESSES

(EIS ORDER # 91074)

OHIO RIVER BASIN RIVER COMMISSION

CONTACT: MR. I. BERNSTEIN
OHIO RIVER BASIN COMMISSION
SUITE 208-20
36 EAST FOURTH STREET
CINNCINNATI, OHIO 45202
(513) 684-3831

DRAFT DATE

KENTUCKY/LICKING RIVER BASINS' RESOURCES PLAN 10/26

KENTUCKY
COUNTY: SEVERAL
PROPOSED IS THE KENTUCKY/LICKING RIVER BASINS' REGIONAL WATER AND LAND RESOURCES PLAN LOCATED IN 30 COUNTIES OF KENTUCKY. THE PLAN CONSITS OF 72 PROJECTS INCLUDING ONE ARMY LOCAL PROTECTION PROJECT, SEVEN USDA/SCS WATERSHED TREATMENT PLANTS AND 29 MODIFICATIONS TO EXISTING TREATMENT FACILITIES. ALSO INCLUDED IN THE PLAN ARE A NUMBER OF RECOMMENDED PROGRAMS AND SPECIAL STUDIES.
(EIS ORDER # 91104)

DEPARTMENT OF TRANSPORTATION

CONTACT:
MR. MARTIN CONVISSER, DIRECTOR
OFFICE OF ENVIRONMENTAL AFFAIRS
U.S. DEPARTMENT OF TRANSPORTATION
400 7TH STREET, S.W.
WASHINGTON, D.C. 20590
(202) 426-4357

FEDERAL HIGHWAY ADMINISTRATION

DRAFT — DATE

CA-49 AND CA-108, SONORA BYPASS — 10/10

CALIFORNIA
COUNTY: TUOLUMNE
PROPOSED IS THE CONSTRUCTION OF A HIGHWAY FACILITY ON CA-49 FROM GOLF LINKS ROAD 0.5 MILES EAST AND ON CA-108 FROM 0.5 MILES EAST OF GOLF LINKS ROAD TO 0.3 MILES EAST OF FIR DRIVE, NEAR THE CITY OF SONORA, TOULUMNE COUNTY, CALIFORNIA. THE FACILITY WILL BE APPROXIMATELY 3.0 MILES IN LENGTH AND WILL BE ON NEW ALIGNMENT AND WILL PROVIDE A BYPASS AROUND THE CITY OF SONORA. IN ADDITION TO NO BUILD, FIVE ADDITIONAL BUILD ALTERNATIVES ARE CONSIDERED, ALONG WITH A RIGHT-OF-WAY ACQUISITION.
(FHWA-CA-EIS-79-04-D)
(EIS ORDER # 91049)

CT-11, SALEM, MONTVILLE AND WATERFORD — 10/10

CONNECTICUT
COUNTY: NEW LONDON
PROPOSED IS THE DEVELOPMENT OF AN IMPROVED TRANSPORTATION FACILITY WITHIN THE CT-11 CORRIDOR IN THE TOWNS OF SALEM, MONTVILLE AND WATERFORD, NEW LONDON COUNTY, CONNECTICUT. SIX ALTERNATIVES INCLUDING NO ACTION, RECONSTRUCTION ALTERNATES, RELOCATION ALTERNATES, AND A MASS TRANSIT ALTERNATE ARE DISCUSSED. THE ALTERNATIVES INCLUDE UPGRADING PORTIONS OF I-85 AND VARIOUS EXTENSIONS OF CT-11.
(FHWA-CONN-EIS-79-02-D)
(EIS ORDER # 91053)

CT-34, NEW HAVEN, WEST HAVEN AND ORANGE — 10/25

CONNECTICUT
COUNTY: NEW HAVEN
PROPOSED IS THE CONSTRUCTION OF AN IMPROVED FACILITY WITHIN THE CT-34 CORRIDOR IN THE TOWNS OF NEW HAVEN, WEST HAVEN AND ORANGE IN NEW HAVEN COUNTY, CONNECTICUT. FIVE ALTERNATIVES ARE CONSIDERED WHICH INCLUDE: 1) BUILD TO THE BOULEVARD, 2) BUILD TO ORANGE/WEST HAVEN TOWN LINE WITH CT-1 CONNECTOR, 3) BUILD TO ORANGE/WEST HAVEN TOWN LINE WITHOUT CT-1 CONNECTOR, 4) EXCLUSIVE BUSWAY FACILITY, AND 5) LOW CAPITAL IMPROVEMENTS INCLUDING PUBLIC TRANSIT AND ROADWAY

NETWORK.

(FHWA-CONN-EIS-79-01-D)
(EIS ORDER # 91100)

DRAFT

MADISON STREET IMPROVEMENT, I-55 TO FAP-662 10/15

ILLINOIS
COUNTY: SANGAMON

PROPOSED IS THE IMPROVEMENT OF MADISON STREET BETWEEN THE INTERSECTION OF CLEAR LAKE AVENUE AND I-55 AND FAP-662 IN SPRINGFIELD, SANGAMON COUNTY, ILLINOIS. THE LENGTH OF THE IMPROVEMENT IS 5.9 MILES. THE ALTERNATIVES CONSIDERED ARE: 1) POSTPONE THE IMPROVEMENT, 2) PROVIDE A LOWER LEVEL OF SERVICE, 3) PROVIDE IMPROVED PUBLIC TRANSPORTATION, 4) NO ACTION, AND 5) IMPROVE THE FACILITY.
(FHWA-ILL-EIS-79-04-D)
(EIS ORDER # 91065)

FORT MCHENRY TUNNEL, I-95, DREDGING AND DISPOSAL 10/02

MARYLAND
COUNTY: BALTIMORE

THE PROPOSED ACTION IS THE DREDGING AND DISPOSAL OF MATERIALS ASSOCIATED WITH THE CONSTRUCTION OF THE FORT MCHENRY TUNNEL LOCATED IN BALTIMORE, MARYLAND. THE TUNNEL WILL PROVIDE THE CROSSING FOR I-95 UNDER THE NORTHWEST BRANCH OF THE PATAPSCO RIVER. IT IS ESTIMATED THAT APPROXIMATELY 3,343,000 CUBIC YARDS OF BOTTOM MATERIAL MUST BE DREDGED TO FORM THE TRENCH FOR THE PREFABRICATED TUBES SECTIONS. THE ALTERNATIVES ADDRESS NUMEROUS WATER AND UPLAND DISPOSAL AREAS AND THE RECOMMENDED SITE IS A CONTAINED AREA ADJACENT TO THE SHORELINE IN BALTIMORE HARBOR.
(FHWA-MD-EIS-79-03-D)
(EIS ORDER # 91034)

US 2, CHURCHES FERRY TO DEVILS LAKE 10/26

NORTH DAKOTA
COUNTY: BENSON RAMSEY

PROPOSED IS CONSTRUCTION OF US 2 A TWO-LANE ROADWAY PARALLEL TO THE EXISTING ROADWAY FROM THE JUNCTION OF US 281 AND US 2 (JUST WEST OF CHURCHS FERRY) TO THE EXISTING FOUR LANE ROADWAY (JUST WEST OF DEVILS LAKE). THE PROJECT WILL PROVIDE A FOUR LANE DIVIDED HIGHWAY APPROXIMATELY 18 MILES LONG. THE PROJECT WILL REQUIRE ADDITIONAL RIGHT-OF-WAY. THE PROJECT WILL IMPROVE THE QUALITY OF TRAVEL FOR MOTORISTS BY PROVIDING A FOUR-LANE FACILITY THAT WILL REDUCE THE CONFLICTS BETWEEN SLOW MOVING LOCAL VEHICLES AND FASTER MOVING THROUGH TRAFFIC.
(FHWA-ND-EIS-79-01D)
(EIS ORDER # 91109)

DRAFT

NASSAU EXPRESSWAY, NEW YORK CITY 10/10
NEW YORK
COUNTY: QUEENS NASSAU

PROPOSED IS THE CONSTRUCTION OF A FOUR TO SIX LANE HIGHWAY, TO BE KNOWN AS THE NASSAU EXPRESSWAY, LINKING THE SOUTHERN PARKWAY AT CROSS BAY BOULEVARD IN QUEENS COUNTY, NEW YORK TO THE ATLANTIC BEACH BRIDGE IN NASSUA COUNTY. THE FACILITY WILL BE APPROXIMATELY TEN MILES IN LENGTH. IN ADDITION TO NO BUILD AN EXPRESSWAY ALTERNATIVE AND A BOULEVARD ALTERNATIVE ARE CONSIDERED.
(FHWA-NY-EIS-79-02D)
(EIS ORDER # 91050)

US 69, ATOKA TO KIOWA 10/12

OKLAHOMA
COUNTY: ATOKA PITTSBURG

PROPOSED IS THE IMPROVEMENT OF US 69 BEGINNING AT US 75 AT ATOKA IN ATOKA COUNTY, OKLAHOMA TO OK-63 AT KIOWA IN PITTSBURG COUNTY. THE FACILITY WILL CONSIST OF FOUR TWELVE FOOT WIDE TRAFFIC LANES SEPARATED BY A MEDIAN WITH FULL CONTROL OF ACCESS. SEPARATIONS OR INTERCHANGES WILL BE PROVIDED FOR LOCAL TRAFFIC CIRCULATION AND ACCESS TO THE IMPROVED US 69. THE ALTERNATIVE CONSIDERED IS NO ACTION.
(FHWA-OK-EIS-79-02D)
(EIS ORDER # 91061)

TN-61, HILLCREST ST. TO CLINCH RIVER, CLINTON 10/03

TENNESSEE
COUNTY: ANDERSON

THE PROPOSED PROJECT CONSISTS OF THE RECONSTRUCTION OF TN-61 WITHIN THE TOWN OF CLINTON, ANDERSON COUNTY, TENNESSEE. THE PROJECT, APPROXIMATELY 3.5 MILES, BEGINS AT THE INTERSECTION OF EXISTING TN-61 AND HILLCREST STREET AND ENDS 0.25 MILES SOUTH OF THE CLINCH RIVER. THE PROPOSED CROSS SECTION INCLUDES 4 TWELVE-FOOT TRAFFIC LANES AND A CONTINUOUS CENTER LEFT TURN WITH CURBS AND GUTTERS, SIDEWALKS, AND GRASS PLOTS ON EACH SIDE. IN ADDITON 4-LANE CONNECTOR ROUTES WILL BE CONSIDERED IN THE NORTHERN PORTION OF THE PROJECT.
(FHWA-TN-EIS-79-02-D)
(EIS ORDER # 91035)

FINAL DATE

12TH STREET WIDENING/EXTENSION, CITY OF CAYCE 10/29

SOUTH CAROLINA
COUNTY: LEXINGTON
PROPOSED IS THE WIDENING AND EXTENSION OF 12TH STREET LOCATED IN THE CITY OF CAYCE, LEXINGTON COUNTY, SOUTH CAROLINA. THE PROJECT INVOLVES THE UPGRADING OF AN EXISTING FOUR-LANE PORTION OF 12TH STREET AND EXTENDING ON NEW LOCATION TO THE SOUTHERN BELTWAY FOR A DISTANCE OF APPROXIMATELY 3.7 MILES. FOUR ALTERNATIVES WERE CONSIDERED IN ADDITION TO NO ACTION. TWO MAIN LOCATION ALIGNMENTS WERE CONSIDERED.
(FHWA-SCS-EIS-77-04-F)
COMMENTS MADE BY: EPA DOI COE
STATE AND LOCAL AGENCIES
GROUPS AND BUSINESSES
(EIS ORDER #91117)

RELOCATION OF US 278, GADSDEN TO PIEDMONT 10/18

ALABAMA
COUNTY: ETOWAH CALHOUN
PROPOSED IS THE IMPROVEMENT OF US 278 FROM THE EASTERN GADSDEN CITY LIMITS TO THE WESTERN PIEDMONT CITY LIMITS LOCATED IN ETOWAH AND CALHOUN COUNTIES. THIS NEW FOUR-LANE FACILITY WILL REPLACE THE OLD TWO-LANE ROAD FROM THE END OF THE PRESENT FOUR-LANE IN GADSDEN AND LINK IT TO THE BEGINNING OF THE FOUR-LANE IN PIEDMONT. THE TOTAL LENGTH OF THE PROJECT IS 19.6 MILES OF NON-CONTROLLED ACCESS.
(FHWA-AL-EIS-78-02F)
COMMENTS MADE BY: HEW DOI DOT USDA AHP EPA HUD
STATE AND LOCAL AGENCIES
(EIS ORDER # 91078)

CO-133, HOTCHKISS TO PAONIA DAM 10/10

COLORADO
COUNTY: DELTA GUNNISON
THE PROPOSED PROJECT PROVIDES FOR THE CONSTRUCTION AND/OR IMPROVEMENT OF APPROXIMATELY 26 MILES OF TWO-LANE HIGHWAY BUILT TO RURAL SECONDARY STANDARDS. THE PROJECT WILL IMPROVE CO-133 BEGINNING ABOUT HALF A MILE WEST OF HOTCHKISS AND ENDING AT THE INTERSECTION OF CO-133 AND KEBLER PASS ROAD ABOUT 26 MILES TO THE EAST OF HOTCHKISS NEAR PAONIA DAM.
(FHWA-CCLO-EIS-77-02-F)

COMMENTS MADE BY: DOI DOC EPA HUD DOT USDA
STATE AND LOCAL AGENCIES
GROUPS, INDIVIDUALS AND BUSINESSES
(EIS ORDER # 91048)

FLETCHER AVENUE, FL-597 TO FL-685 10/10

FLORIDA
COUNTY: HILLSBOROUGH
PROPOSED IS THE CONSTRUCTION OF 2.8 MILES OF FOUR-LANE DIVIDED MUNICIPAL ROADWAY TO BE KNOWN AS FLETCHER AVENUE, BETWEEN FL-597, DALE MABRY HIGHWAY, AND FL-685, FLORIDA AVENUE, IN HILLSBOROUGH COUNTY, FLORIDA. THE PROJECT LENGTH INCLUDES ABOUT 1.5 MILES OF EXISTING ALIGNMENT WHERE THE FOUR-LANE ROADWAY WILL BE CONSTRUCTED. APPROXIMATELY 1.3 MILES WILL BE CONSTRUCTED ON NEW ALIGNMENT.
(FHWA-FLA-EIS-78-4-F)
COMMENTS MADE BY: USDA DOT HEW DOI EPA
STATE AND LOCAL AGENCIES
(EIS ORDER # 91051)

ID-3, ST. MARIES TO HARRISON JUNCTION 10/30

IDAHO
COUNTY: BENEWAH KOOTENAI
THE PROPOSAL CONSIDERS THE IMPROVEMENT AND/OR RELOCATION OF ID-3 BETWEEN ST. MARIES IN BENEWAH COUNTY AND HARRISON JUNCTION IN KOOTENAI COUNTY, IDAHO. ALSO CONSIDERED IS THE IMPROVEMENT OF ID-5 FROM THE CITY OF ST. MARIES APPROXIMATELY 4 MILES WESTWARD. THE LENGTH OF THE PROJECT VARIES FROM 9.5 TO 11 MILES WITH THE ALTERNATIVE CHOSEN. THE PROJECT WILL BE DIVIDED INTO URBAN AND RURAL SECTIONS WHICH WILL VARY IN THE NUMBER OF TRAVEL LANES, WIDTH, RIGHT-OF-WAY AND OTHER FACILITIES.
(FHWA-IDA-EIS-78-01-F)
COMMENTS MADE BY: DOI DOT USDA COE
STATE AND LOCAL AGENCIES
GROUPS AND INDIVIDUALS
(EIS ORDER # 91119)

FINAL

FORT WAYNE SOUTHEAST BYPASS, I-69 TO US 30 10/17

INDIANA
COUNTY: ALLEN

THIS STATEMENT FINALIZES TWO DRAFT EISS, #60983 AND #60984, FILED 7-6-76. PROPOSED IS THE CONSTRUCTION OF THE FORT WAYNE SOUTHEAST BYPASS FROM I-69 TO US 30 NEAR NEW HAVEN IN ALLEN COUNTY, INDIANA. FROM I-69 TO US 27 WOULD BE AN INITIAL TWO-LANES OF AN ULTIMATE FOUR-LANE DIVIDED FACILITY. FROM US 27 TO US 30 THE FACILITY WOULD BE FOUR LANES DIVIDED BY A MEDIAN. PARTIAL ACCESS CONTROL WILL BE MAINTAINED. THE TOTAL LENGTH OF THE FACILITY WOULD BE APPROXIMATELY 20 MILES ON NEW ALIGNMENT.

(FHWA-IND-EIS-75-07-F)
COMMENTS MADE BY: USDA DOI EPA
STATE AND LOCAL AGENCIES
(EIS ORDER # 91075)

US 23, LOUISA BYPASS, RELOCATION 10/15

KENTUCKY
COUNTY: LAWRENCE

PROPOSED IS THE RELOCATION OF FIVE MILES OF US 23 FROM ISACC'S BRANCH ROAD SOUTH OF LOUISA TO KY-3 NORTH OF LOUISA, LAWRENCE COUNTY, KENTUCKY. THE FACILITY WILL BE A FOUR-LANE, PARTIALLY CONTROLLED ACCESS HIGHWAY. IN ADDITION TO NO-BUILD, THREE ALTERNATIVES WITHIN THREE SEPARATE CORRIDORS ARE CONSIDERED.

(FHWA-KY-EIS-78-03-F)
COMMENTS MADE BY: DOI HEW HUD DOT USDA
STATE AGENCIES
(EIS ORDER # 91068)

SAGINAW RIVER BRIDGE STUDY, BAY CITY 10/30

MICHIGAN
COUNTY: BAY

PROPOSED IS THE CONSTRUCTION OF A NEW BRIDGE ACROSS THE SAGINAW RIVER IN BAY CITY, BAY COUNTY, MICHIGAN. THE IMPROVEMENTS RANGE FROM FUNCTIONAL REPLACEMENT OF THE OLD TWO-LANE BRIDGE AT THIRD STREET TO THE CONSTRUCTION OF EITHER A TWO-LANE OR FOUR-LANE BRIDGE AT A NEW LOCATION. RELOCATION FACILITIES INCLUDE NECESSARY BRIDGE APPROACHES AND THE CONSTRUCTION OF AN ARTERIAL AT-GRADE TYPE FACILITY FROM BOTH THE WEST AND EAST BRIDGE APPROACHES. THE TOTAL LENGTH OF THE PROJECT IS APPROXIMATELY TWO MILES AND WILL REQUIRE SOME NEW RIGHT-OF-WAY.

(FHWA-MI-EIS-78-03-F)
COMMENTS MADE BY: DOC EPA DOI COE AHP
LOCAL AGENCIES
GROUPS AND BUSINESSES
(EIS ORDER #91118)

CLACKAMAS HIGHWAY, OR-212, I-205 TO BORING ROAD 10/05

OREGON
COUNTY: CLACKAMAS
PROPOSED IS THE IMPROVEMENT OF OR-212 (CLACKAMAS HIGHWAY) FOR A DISTANCE OF 3.39 MILES EXTENDING EAST FROM I-205 (EAST PORTLAND FREEWAY) TO BORING ROAD. THE PLAN IS TO WIDEN THE EXISTING TWO-LANE HIGHWAY TO FOUR LANES BETWEEN SE 82ND DRIVE TO THE BORING ROAD JUNCTION, WITH A NEARLY CONTINUOUS LEFT TURN LANE, WIDENED AND SIGNALIZED INTERSECTIONS, AND GENERAL ROAD REALIGNMENT. THE ALTERNATIVES CONSIDERED INCLUDE: 1) NO BUILD; AND 2) BUILD, CONSISTING OF TWO DESIGN OPTIONS.
(FHWA-OR-EIS-79-03-F)
COMMENTS MADE BY: EPA USA DOI
STATE AND LOCAL AGENCIES
(EIS ORDER # 91040)

BOBBY JONES EXPRESSWAY, US-1 TO US-25 10/10

SOUTH CAROLINA
COUNTY: AIKEN
PROPOSED IS THE CONSTRUCTION OF THE BOBBY JONES EXPRESSWAY IN AIKEN COUNTY, SOUTH CAROLINA. THE FACILITY WILL BEGIN AT THE US 25/I-20 INTERCHANGE, EXTEND THROUGH NORTH AUGUSTA, AND TERMINATE AT US 1 NEAR ITS CROSSING OF THE SAVANNAH RIVER. A FOUR-LANE DIVIDED FREEWAY WITH FULL CONTROL OF ACCESS IS PLANNED. THE ALTERNATIVES CONSIDER: 1) NO ACTION, 2) THREE NEW LOCATIONS FOR THE FACILITY, AND 3) A REDUCED LEVEL OF CONSTRUCTION.
(FHWA-SC-EIS-75-03-F)
COMMENTS MADE BY: EPA DOI USDA
STATE AGENCIES
(EIS ORDER # 91054)

UTAH VALLEY TO HEBER VALLEY, UT-52 & US 189 10/01

UTAH
COUNTY: UTAH WASATCH
PROPOSED IS THE IMPROVEMENT TO 9 MILES (14KM) OF EXISTING CONTIGUOUS HIGHWAYS, UT-52 AND US 189, BETWEEN US 89, CENTER STREET, IN OREM, UTAH COUNTY AND THE WASATCH COUNTY LINE IN THE VICINITY OF THE INTERSECTION OF US 189 AND UT-92 AT WILDWOOD IN PROVO CANYON IN UTAH. UT-52 IS TO BE UPGRADED FROM AN EXISTING 2-LANE ROAD TO 4 LANES AND US 189 IS PROPOSED AS AN IMPROVED 2-LANE-WITH-PASSING-LANES FACILITY. INCLUDED IN THE ALTERNATIVES ARE: 1) NO BUILD, 2) ALTERNATIVE ROUTING WITHIN CORRIDOR, 3) ALTERNATIVE CORRIDOR, AND 4) ALTERNATIVE MODE.
(FHWA-UT-EIS-76-02-F)
COMMENTS MADE BY: AHP USDA HEW HUD DOI EPA GSA
STATE AGENCIES
GROUPS AND BUSINESSES
(EIS ORDER # 91031)

FINAL

VA-76 POWHITE PARKWAY EXTENSION 10/18

VIRGINIA
COUNTY: CHESTERFIELD
PROPOSED IS THE CONSTRUCTION OF THE POWHITE PARKWAY EXTENSION, LOCATED IN CHESTERFIELD COUNTY, VIRGINIA. THE PROJECT BEGINS 1.2 MILES WEST OF PROPOSED VA-288 AT VA-604 AND ENDS AT THE INTERSECTION OF VA-150 AND EXISTING POWHITE PARKWAY. THE CORRIDOR WILL VARY FROM 2 TO 6 LANES. THE VARIOUS ALTERNATIVES RANGE IN LENGTH FROM 9.02 TO 10.1 MILES.
(FHWA-VA-EIS-76-06-F)

COMMENTS MADE BY: DOI EPA USDA
STATE AGENCIES
INDIVIDUALS
(EIS ORDER # 91079)

RAILROAD CONSOLIDATION, CITY OF OSHKOSH 10/15

WISCONSIN
COUNTY: WINNEBAGO
PROPOSED IS THE CONSOLIDATION OF THE SOO LINE AND C&NW RAIL TRAFFIC AFFECTING THE CITY OF OSHKOSH, WINNEBAGO COUNTY, WISCONSIN. THE PROPOSED CONSOLIDATION WOULD TRANSFER TRAIN MOVEMENTS OF THE SOO LINE ONTO THE C&NW TRACKS IN JOINT OPERATION. TO ACCOMPLISH THIS CHANGE, FOUR SETS OF CROSSOVER SWITCHS WOULD BE CONSTRUCTED ON EXISTING RAILROAD RIGHT-OF-WAY AND THE C&NW TRACKS AND SWING BRIDGE ACROSS THE FOX RIVER WOULD BE UPGRADED. AS PART OF THE PROJECT AN UNDERPASS AT IRVING AVENUE HAS BEEN RECOMMENDED.
(FHWA-WISC-EIS-78-01-F)
COMMENTS MADE BY: DOI DOT
STATE AND LOCAL AGENCIES
INDIVIDUALS AND BUSINESSES
(EIS ORDER # 91066)

TAYLOR DRIVE, CHT PP TO STH 42, SHEBOYGAN 10/19

WISCONSIN
COUNTY: SHEBOYGAN
THE PROPOSED ACTION CONCERNS THE CONSTRUCTION OF A MAJOR ARTERIAL ROADWAY IN SHEBOYGAN CITY, SHEBOYGAN COUNTY, WISCONSIN. THE ROADWAY, TO BE KNOWN AS TAYLOR DRIVE (CTH-TA), WILL EXTEND NORTHWARD FROM CTH PP TO NORTH AVENUE AND THEN EASTWARD TO STH 42. THE CONSTRUCTION WILL CONSIST OF THE INITIAL 1.16 MILE SEGMENT OF NEW ROADWAY WITH APPROXIMATELY 250 FEET OF RIGHT-OF-WAY AND THE UPGRADING OF A 3.0 MILE SEGMENT OF EXISTING ROADWAY, THE MAJORITY OF WHICH WILL BE CONTAINED WITHIN THE EXISTING RIGHT-OF-WAY.
(FHWA-WISC-EIS-77-02-F)
COMMENTS MADE BY: DOI EPA USDA
STATE AND LOCAL AGENCIES
INDIVIDUALS AND BUSINESSES
(EIS ORDER # 91085)

DRAFT SUPPLEMENT DATE

FAP 406, LINCOLN TO MORTON 10/26

ILLINOIS
COUNTY: LOGAN TAZEWELL
THIS STATEMENT SUPPLEMENTS A FINAL EIS #31519 FILED SEPTEMBER 19, 1973, AND A DRAFT EIS #31690 FILED OCTOBER 24, 1973. THE PROPOSED ACTION INVOLVES FEDERAL-AID MATCHING FUNDS, CONSISTING OF THE CONSTRUCTION OF SUPPLEMENTAL FREEWAY FAP 406 BETWEEN LINCOLN AND MORTON, ILLINOIS IN LOGAN AND TAZEWELL COUNTIES. FAP 406, WHICH GENERALLY COMMENCES WITH FAI 55 NORTHWEST OF LINCOLN, ILLINOIS, EXTENDS NORTHERLY AND ENDS AT FAI 74 AT MORTON, ILLINOIS. THE TOTAL DISTANCE IS APPROXIMATELY 30.9 MILES, HOWEVER, THE ACTUAL CONSTRUCTION LENGTH IS 27.4 MILES SINCE A 3.5 MILE SECTION NEAR HOPEDALE HAS ALREADY BEEN COMPLETED AND IS OPEN FOR TRAFFIC. (FHWA-EIS-73-04-DS)
(EIS ORDER # 91111)

RAIL RELOCATION/CONSOLIDATION, LINCOLN (DS-2) 10/29

NEBRASKA
COUNTY: LANCASTER
THIS STATEMENT SUPPLEMENTS A DRAFT EIS, #70936, FILED 8-2-77 AND A DRAFT SUPPLEMENT, #81159, FILED 10-24-78. PROPOSED IS A RAIL RELOCATION AND CONSOLIDATION PROJECT FOR THE CITY OF LINCOLN, LANCASTER COUNTY, NEBRASKA. THE ALTERNATIVES CONSIDER NO ACTION AND THREE RELOCATION ALTERNATES. THE THREE RELOCATION ALTERNATES WOULD PROVIDE A MODIFIED LOCATION FOR THE CORRIDOR B CROSSING OF SALT CREEK SOUTH OF THE THROAT OF THE BURLINGTON NORTHERN (BN) YARD. THESE ALTERNATIVES WOULD ALSO COMMIT BN TO THE USE OF THIS CROSSING FOR THE MOVEMENT OF WESTERN COAL.
(FHWA-NEB-EIS-77-04-D-DS-2)
(EIS ORDER # 91114)

FEDERAL RAILROAD ADMINISTRATION

DRAFT DATE

MYSTIC RIVER BRIDGE AND APPROACHES, REPLACEMENT 10/16

CONNECTICUT
COUNTY: NEW LONDON
PROPOSED IS THE REPLACEMENT OF THE MYSTIC RIVER BRIDGE AND APPROACHES IN THE TOWNS OF GROTON AND STONINGTON IN NEW LONDON COUNTY, CONNECTICUT. THE PREFERRED TYPE OF REPLACE-

MENT IS A SWING-SPAN BRIDGE ON A NEW ALIGNMENT APPROXIMATELY 75 FEET SOUTH OF THE EXISTING STRUCTURE WITH TWO 90-FOOT-WIDE CHANNELS AND A VERTICAL CLEARANCE OF 8.9 FEET ABOVE MEAN HIGH WATER IN THE CLOSED POSITION. TOTAL PROJECT LENGTH BETWEEN TIE-IN POINTS WITH THE EXISTING TRACK ALIGNMENT IS 1 MILE.
(FRA-RNC-EIS-79-01-D)
(EIS ORDER # 91072)

URBAN MASS TRANSPORTATION ADMINISTRATION

DRAFT — DATE

SE MICHIGAN PUBLIC TRANSPORTATION ANALYSIS — 10/12

MICHIGAN
COUNTY: WAYNE OAKLAND MACOMB
PROPOSED ARE VARIOUS PUBLIC TRANSPORTATION ALTERNATIVES FOR THE COUNTIES OF WAYNE, OAKLAND AND MACOMB IN SOUTHEASTERN MICHIGAN. THE IMPROVEMENTS CONSIDERED ARE: 1) MODERNIZATION AND EXPANSION OF BUS SERVICES; 2) EXPANDED COMMUTER RAIL SERVICE FROM DETROIT TO ANN ARBOR, PONTIAC AND MT. CLEMENS; 3) A PEOPLE MOVER IN DOWNTOWN DETROIT; AND 4) IN FIVE OF THE ALTERNATIVES, A NEW LIGHT RAIL TRANSIT SERVICE IN WOODWARD AVENUE.
(EIS ORDER # 91059)

BROADWAY PLAZA, NEW YORK CITY — 10/09

NEW YORK
PROPOSED IS THE CONSTRUCTION OF A PEDESTRIAN/TRANSIT MALL IN TIMES SQUARE IN NEW YORK CITY, NEW YORK. BROADWAY WOULD BE CLOSED TO VEHICULAR TRAFFIC BETWEEN 45TH AND 48TH STREETS, AND THE PORTION OF THE STREET NOW USED FOR AUTOS WOULD BE REPLACED WITH NEW PAVING, PEDESTRIAN AMENITIES, LAY-BYS FOR BUSES AND TAXIS, A CENTER FOR TRANSIT INFORMATION, AND A CONTINUOUS BICYCLE LANE. THE NO ACTION ALTERNATIVE IS CONSIDERED.
(EIS ORDER # 91045)

U.S.COAST GUARD

DRAFT SUPPLEMENT — DATE

CALHOUN ST. BRIDGE REPLACEMENT, DELAWARE R. (DS-1) — 10/01

NEW JERSEY PENNSYLVANIA
COUNTY: MERCER BUCKS
THIS STATEMENT SUPPLEMENTS THE DRAFT EIS (#71128) ISSUED ON 9-14-77. THE SUPPLEMENT ADDRESSES SUBSTANTIAL CHANGES TO THE ORIGINAL PROPOSAL AND SIGNIFICANT NEW CIRCUMSTANCES. PROPOSED IS THE CONSTRUCTION OF A FOUR LANE TOLL BRIDGE ACROSS THE DELAWARE RIVER CONNECTING MORRISVILLE, PENN-

SYLVANIA AND TRENTON, NEW JERSEY. THE BRIDGE WILL REPLACE THE EXISTING TWO-LANE, TAX SUPPORTED STRUCTURE ERECTED IN 1884. BRIDGE DESIGN CHANGES HAVE BEEN PROPOSED SUCH AS A NARROWER BRIDGE, SMALLER PIERS AND RELOCATION OF TOLL BOOTHS. THIS SUPPLEMENT IS NOT A REPLACEMENT DOCUMENT FOR THE DRAFT EIS BUT RATHER A COMPANION DOCUMENT. (EIS ORDER # 91033)

VETERANS ADMINISTRATION

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DIRECTOR
OFFICE OF ENVIRONMENTAL ACTIVITIES (004A)
VETERANS ADMINISTRATION
810 VERMONT AVENUE
WASHINGTON, D.C. 20420
(202) 389-2526

DRAFT DATE

SAN FRANCISCO VA MEDICAL CENTER 10/26

CALIFORNIA
COUNTY: SAN FRANCISCO
PROPOSED IS A 120 BED NURSING HOME CARE UNIT AT THE VA MEDICAL CENTER, SAN FRANCISCO CITY AND COUNTY, CALIFORNIA. THE CENTER CURRENTLY OPERATES 357 INPATIENT BEDS AND SERVICE APPROXIMATELY 190,000 OUTPATIENTS ANNUALLY AT FACILITIES WEST OF DOWNTOWN SAN FRANCISCO. THE 120-BED UNIT IS PART OF A TOTAL 630 EXISTING OR PROPOSED NURSING HOME BEDS AT THE SIX MEDICAL CENTERS IN THE NORTHERN CALIFORNIA AND RENO AREA OF VA MEDICAL DISTRICT NO. 27. THE VA PROPOSES TO CONSTRUCT AN APPROXIMATELY 23,500 NET SQ. FT. NHCU WEST OF THE EXISTING MAIN HOSPITAL. NO SPECIFIC DESIGN OR SITE PLAN FOR THE FACILITY HAS BEEN PREPARED.
(EIS ORDER # 91105)

ANNUAL SUMMARY OF 102 STATEMENTS FILED THROUGH OCTOBER, 1979

(By Agency)

77

Agency	Draft EIS's filed during 1979	Final EIS's filed during 1979	Suppl. filed during 1979	Total Actions on which Draft or Final State have been rec.
Agriculture, Department of	65	77	8	200
Appalachian Regional Commission				
Architect of the Capitol				
Canal Zone Government				
Civil Aeronautics Board	2	2	0	4
Commerce, Department of	18	13	15	46
Consumer Product Safety Comm.				
Defense, Department of	0	1	0	1
Air Force	5	1	2	8
Army	33	5	0	38
U.S. Army Corps of Engineers	71	63	29	163
Navy	6	4	0	10
Delaware River Basin Comm.				
Energy, Department of	4	9	3	16
Energy Policy Office				
Energy Research & Devel. Admin.				
Environmental Protection Agency	36	31	2	69
Federal Energy Administration				
Federal Maritime Commission	1	1	0	2
Federal Energy Regulatory Comm.	1	2	1	4
Federal Trade Commission				
General Services Administration	5	6	0	11
Great Lakes Basin Commission	0	1	0	1
HEW, Department of				
HUD, Department of	70	74	7	151
Interior, Department of	54	54	8	116
International Boundary and Water Comm. — U.S. and Mexico				
Interstate Commerce Commission	4	2	0	6
Justice, Department of	1	1	1	3
Labor, Department of	0	1	0	1
Nat'l. Aeronautics & Space Admin.	1	0	0	1
Nat'l. Capitol Planning Comm.	0	0	2	2
Nat'l. Science Foundation	1	0	0	1
New England River Basins Comm.	2	0	0	2
Nuclear Regulatory Commission	7	8	3	18
Office of Science Technology				
Ohio River Basin Commission	1	2	0	3
Pacific Northwest River Basins Comm.				
Pennsylvania Ave. Devel. Corporation	0	0	1	1
Souris-Red-Rainy River Basins Comm.				
State Department	2	2	0	4
Tennessee Valley Authority	5	2	0	7
Transportation, Department of	105	102	19	226
Treasury, Department of				
Upper Mississippi River Basin Comm.				
U.S. Postal Service	1	0	0	1
U.S. Water Resources Council	10	4	0	14
Veterans Administration	2	6	0	8
FEDERAL COMMUNICATIONS COMMISSION	1	4	0	5
TOTALS	514	477	101	1092

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

102 MONITOR

The 102 Monitor is a monthly publication of the Environmental Protection Agency. In addition to its listing of Environmental Impact Statements which have been filed under the provisions of the National Environmental Policy Act (NEPA), the Monitor contains a list of EPA's comments, filed under the provisions of Section 309 of the Clean Air Act, as amended; items of current concern in NEPA case law; information on the environmental studies of the Council on Environmental Quality; and other matters of interest.

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